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## HODDER AND STOUGHTON







# FODOR'S

## Holland 1976/77

HOLLAND 1976/77

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HODDER AND STOUGHTON





# Holland 1976/77

*Illustrated edition with atlas and city plans*

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HODDER AND STOUGHTON

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Printed in the Netherlands by Mouton & Co., The Hague.



## EDITORS' FOREWORD

This edition of Fodor's HOLLAND includes emphasis on the cost of travel and accommodation (which incidentally shows that it need not be the expensive holiday so often publicized), and a survey on environment and antipollution measures which reveals that the Dutch are among the world's leaders in measuring and countering all forms of air, land, water and noise pollution.

The Holland of the 1970's is a different place from that of the 1960's. Few countries in Europe have passed through such a transformation both in character, appearance and touristic facilities. Certainly, few countries have concentrated so much on expanding and improving every side of their recreational offerings. Yet this new Holland still has many of its old-time attractions which national progress has neither wiped out nor defaced. Indeed, the greatly extended road network has made it possible to visit places which previously had not figured on the average tourist's program. Which really means that you can still "explore" Holland in addition to visiting the time-honored places like Amsterdam, The Hague, Delft or Rotterdam.



For this reason this new issue of the guide draws special attention to some of the ways in which Holland can be newly discovered and enjoyed in an unusual way. By all means take in the "musts" included by every travel agent; but our advice is to spare a few days to go off the beaten track. This can be done by using your own car, by taking advantage of the many different inland coach tours, by using the "all-in" railway ticket which gives almost unlimited travel at a very low rate—or even by hiring a bicycle and exploring Holland by means of the thousands of miles of special cycle paths. This is of course, the cheapest way to see the country. Caravanning is very popular with the Dutch and there are many excellent campsites with all the latest facilities.

Particularly deserving of attention are Holland's unrivaled water sports facilities. Around the IJsselmeer (the old Zuyder Zee) are a number of fully-equipped yachting harbors built on the fringes of the large polders claimed from the water. These make boating of all kinds a delight, with the additional fillip of being able to go eel-fishing with local boatmen. In the past two or three years this Zuyder Zee water-sports area has been supplemented by the creation of another in the southwest with the Province of Zeeland as the center. The extensive flood control project plan known as the Delta Works is creating several huge inland lakes which will largely be available for all kinds of boating activities, and the various facilities there are already turning this region into Western Europe's aquatic paradise for all who love boats, fishing, and the water in general. But Zeeland's traditional attributes still remain too: hospitality, architecture, and age-old folkloristic customs.

Apart from its proverbial attractions, Holland has some rather unusual ones as well: in Oudewater you can go through the "ordeal" of finding out whether you're a witch; in Drente Province there are stone graves of prehistoric giants; Limburg has the largest autograph book (and what's more, made of stone); Friesland in the north has mummies as well as lakes, and still farther north is the fringe of islands which millions of birds have made a paradise of their own.

In fact, there are so many things to see and do in Holland that it has been impossible to list them all in this guide. But the recently reorganized National Tourist Bureau (NTB), Mauritskade 17, The Hague, with offices throughout the land (and in many foreign countries), has prepared a splendid library of small brochures giving full information about the many ways to make the most out of a holiday in Holland. These booklets, most of which are free, are admirably supplemented by others issued by the various provincial tourist offices (VVV) each of which concentrates on



its own area. By all means take advantage of the VVV's services, which are extremely helpful and informative.



You can be as extravagant as you wish, but there is really no need to plan for a "luxury" holiday at the best hotels and restaurants. All over Holland there is plenty of excellent accommodation available at reasonable prices, with the certainty of everything being spotlessly clean and with cheerful service, while the restaurants offer a wide variety of food to suit all budgets.

All in all, therefore, Holland offers much. Short distances and superb transportation, lovely scenery, art, history, and of course, the people. The old saw about the people being the main attraction in the country holds particularly true for Holland. Crowded into their flat plains and polders with an astronomical population density, they have evolved a dignified way of life in which friendship and hospitality play a major part. They are also accomplished linguists: the number of English-speaking Dutch is so high that you are never at a loss for words in Holland. In that respect, this foreign country is not very foreign. World travelers themselves, the Dutch know how to make a visitor feel at home.

This edition has again been revised by H. George Franks, M.B.E., author and broadcaster for more than 25 years and we once more extend to him our sincere thanks. In his task he has been in close contact with the National Tourist Bureau's director and associates, with the directors of the various provincial VVV's, the information authorities of all the major cities, organizations such as KLM Royal Dutch Airlines, shipping companies, and many private people who are key figures in the tourist field. We are very appreciative of their cooperation and help, and extend to them our sincere thanks.



In a book of this size, a few errors are bound to creep in, and when a hotel closes down suddenly, or a restaurant's chef produces an inferior meal, our comments seem suddenly out of place. Let us know, and we will redouble our efforts to investigate the establishment and the complaint. Your letters will help our correspondents throughout Europe to pinpoint trouble spots, and may help them in evaluating the results of their own research. Our two addresses: **In the U.S.A.**, Fodor's Modern Guides, Box 784, Litchfield, Conn. 06759; **In Europe**, Fodor's Modern Guides, 27b Old Gloucester St., London WC1N 3AF.

As faithful readers of the Fodor series know, merely listing an establishment in one of our books is sufficient recommendation. Needless to say, establishments will not know if they *are* listed, or dropped, until the book is published.

Although we accept advertising in some books, this does not affect the editors' recommendations in any way. We include advertising for two reasons: first, the revenue obtained helps defray the extremely high cost of producing this series yearly, something which we are the only guide book series in the world to do; and second, the advertisements themselves provide useful information (which would otherwise not be included) for our readers.

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- 1 Beauty—baroque and modern
- 2 You can shop or fish by the peaceful watery byways of old Delft
- 3 Zaandijk is an ideal place for children, swans and messing  
about in boats
- 4 Cheese carriers in an archetypal Dutch scene from Alkmaar

**FACTS AT YOUR FINGERTIPS**

# FACTS AT YOUR FINGERTIPS

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Additional practical hints about hotels, restaurants, transportation etc., of a regional and local character, not contained in this section, will be found throughout the book.



## HOW TO PLAN YOUR TRIP

1,306  
534  
2,840  
4,230

**WHAT WILL IT COST?** This is the most difficult travel question to answer in advance. A trip to Holland (or to Europe) can cost as little (above a basic minimum) or as much as you choose. The basic minimum in Holland has

been rising above that in other European countries, but after you have left the major tourist centers, your holiday costs can be kept reasonably low, thanks in part to the fact that distances are limited and travel expenses correspondingly modest. For this reason, the cost of your trip to Holland will depend to a considerable degree on where you spend it. Full pension at Scheveningen during the high season will naturally run higher than equivalent accommodation at one of the family resorts higher up the coast (or down in Zeeland). A week based in Amsterdam will not be as cheap as seven days spent touring smaller provincial towns.

For the traveler taking an escorted or prepaid tour, costs are known in advance, apart from such items as laundry, postage, and shopping. For the pay-as-you-go, go-where-you-please vacationer, budgeting is more difficult. On a *deluxe* level, staying in the best rooms of the best hotels, patronizing the best restaurants, using taxis or chauffeur-driven cars, and spending the evening at nightclubs or the theater, you can count on parting with f225 per person a day. *Comfortable* rooms with private bath at good hotels, ample meals at good restaurants, sightseeing by train or bus (taxis are expensive in Holland), and an occasional evening but will average f130 to f200 per person per day. *Economical* travel and accommodation at a decent hotel (without private bath) and menu meals at good restaurants, along with walkabout sightseeing and modest evening amusement can cost f85 to f130 daily. Away from the cities these prices can be greatly reduced while still guaranteeing good value.

It should be remembered that all prices include 15% service charge and a 15% added value tax, while a few places have a small sojourn tax.

Travelers can arrange with one of the travel credit organizations for a European charge account that enables them to sign for hotel and restaurant bills, car rentals, purchases, and so forth, and pay the resulting total at one time on a monthly bill. Offering this service are *American Express*, *Diners Club*, *Hilton's Carte Blanche*, *Eurocard International*, and many others.

Your budget for Holland will naturally depend on the cost and type of hotel you choose. The *Golden Tulip* chain, largest in the country, comprises most of the best hotels; rates vary from f80 to f150 inclusive for double room with bath and breakfast. There are discount rates for groups, and off-season. Reservations may be made at their head office, P.O. Box 619, Hilversum, Holland, or their offices at 609 Fifth Ave., New York, N.Y. 10022., and Interchange Hotels, 1 Victoria Road, London W.2. The *Hilton* group has luxury hotels in Amsterdam, Schiphol Airport and Rotterdam. Double rooms range from f105 to f140; special off-season and group rates. Inquire from Hilton Int'l. Co., 401 Seventh Ave., New York, N.Y. 10001.

There are large *Holiday Inns* in Leiden, Utrecht and Eindhoven; a double room with bath and breakfast costs about f100. *Sheraton* plans to have at least five motels in Holland; one near Schiphol Airport and another in Geldrop, near Eindhoven, are already open. Rates range from f85 for a double at Schiphol to f65 at Geldrop.

For travelers from America TWA have two coupon schemes: the Hotelpass which guarantees bed and breakfast in leading European hotels in 29 cities (including Amsterdam, Rotterdam and The Hague) at the rate of \$14.50 per person, double occupancy; and the Economypass at \$7.50 per person double occupancy in economy class hotels in 6 cities. Bookings only through Arthur Frommer Int'l., 70 Fifth Ave., New York, N.Y. 10012.

Tourist traveling on a limited budget may find it useful to contact the AMS group of hotels which runs four moderately-priced establishments in Amsterdam: Museum, Trianon, De Haas and AMS Hotel Holland, all in the museum area; they cater for families and groups and have 400 rooms between them.

#### A SAMPLE DAY'S MODERATE EXPENSES FOR ONE PERSON

Room without bath in a reasonably good (second class) hotel	f 40
Lunch at a moderately priced restaurant (tourist menu)	11.50
One coffee	1.25
Dinner at moderately priced restaurant, 3 courses	18.50
One coffee	1.25
Bus or tram ride	.95
3 kms taxi ride	8.50
Theater ticket, middle range	15
Cigarettes	2
One coffee in a popular café	1.25
One beer	1.60
Miscellaneous 10%	10
	<hr/> f111.80

Most Dutch restaurants are very good. Two have been awarded 2-stars from Michelin: the *Prinses Juliana* in Valkenburg, and the *Chateau Neercanne* near Maastricht, while twenty-two others throughout the country have earned 1-star.

There is a *Golden Tulip* restaurant chain which includes some of the most popular places in the country. Another group is the RR (*Romantic Restaurant Association*) which aims at making dining out a special event.

A full meal, without wine, in a moderate restaurant will average about f 25. Many places offer a set "tourist menu" which costs f11.50. Snack bars are also good budget value.

#### Average Restaurant Costs (in guilders)

Category	Major City or Resort		Rest of Holland	
	Lunch	Dinner	Lunch	Dinner
Expensive	f35-65	45-75	25-30	30-45
Moderate	22-30	25-35	20-25	25-30
Inexpensive	9.50-15	9.50-17.50	9.50-15	9.50-18
Roadside	9.50-12.50	9.50-12.50	9.50-13	9.50-13

Some sample costs are: cinema ticket f7.50; hairdresser f15 and up; barber f6.50; Dutch gin f1.50 per drink; Scotch is f4 per drink; Coke costs f1.10.

The cost of living has risen sharply recently and the government has had to

impose wage and price controls. The minimum weekly wage is f294. Taxes and social services are about 55% of gross income. Rent on an unfurnished, 2-bedroom apartment in a major city is about f400 a month. Most imported items cost two to three times their normal value.

### Average Daily Hotel Prices \* (In guilders)

Category	Major City or Resort	Provincial Capital	Rest of Holland
<i>Luxurious</i>			
Single	f 90-130	-	-
Double	120-200	-	-
<i>1st Class Superior</i>			
Single	75- 85	40- 60	35-55
Double	90-140	80-110	70-90
<i>1st Class Reasonable</i>			
Single	45- 80	30- 45	35-50
Double	85- 95	55- 70	50-70
<i>Moderate</i>			
Single	40- 50	30- 35	20-25
Double	60- 65	47- 70	25-35
<i>Inexpensive</i>			
Single	35- 40	20- 25	16-20
Double	55- 65	33- 40	32-42

\* All rooms with bath or shower and including breakfast. Rooms without bath about  $\frac{1}{4}$  less.



**WHEN TO GO?** The main tourist season in Holland runs from about the beginning of April to the end of September, the peak coming in July and August. The weather is likely to be at its best during this period and Holland's

many beaches are most inviting during the long summer days. The Dutch also take their holidays in July and August, but as a large number go abroad by their own car, the strain on transport and hotel accommodation is not so heavy nowadays as it was a few years ago. Perhaps the ideal time to visit Holland is during April and May in the famous bulb season. Short of an unusually early spring, the bulbfields will still be colorful, and some even in their prime during the first ten days of May.

**Climate.** It does not really matter what time of the year you visit Holland as every season has its own charm and the winter is seldom severe. Nevertheless it is advisable always to have a raincoat, while a pullover is a useful asset. The rainfall is lowest in the months February to May, while the sunshine is fairly generous the year round.

Approximate average temperatures in Amsterdam are:

Jan. Feb. Mar. Apr. May June July Aug. Sept. Oct. Nov. Dec.

Fahrenheit	37	38	42	48	55	60	64	64	60	52	44	38
Centigrade	3	3	6	9	13	16	18	18	16	11	7	3

**Seasonal Events.** Special attractions that might influence you in your choice of a time to visit the Netherlands, or in making out your itinerary once you are there include the following:

In *January* the concert season is in full swing at Amsterdam, The Hague, and Rotterdam. Not only can you enjoy performances by Amsterdam's renowned Concertgebouw Orchestra and the Residency Orchestra at The Hague, but there are any number of more intimate performances of chamber music, piano, violin, voice recitals, and touring companies. These continue into *February*, which sees the carnival period especially in southern Holland in the Brabant and Limburg regions. Towards the middle of the month, the R.A.I. automobile show attracts car fanciers to Amsterdam for ten days of ogling the new models of the major European, British, and American manufacturers.

*March* sees the traditional International Spring Fair at Utrecht, an 8-day event. Towards the end of the month the famous Keukenhof flower gardens open at Lisse in the heart of the bulbfields between Haarlem and Leiden. In mammoth hothouses and outdoors you can enjoy the best in hyacinths, narcissi and tulips until mid-May. The miniature city of Madurodam in The Hague opens at end March (until October).

*April* starts off with the costume re-enactment in Brielle south of Rotterdam, of the capture of the town from the Spaniards in 1572 by the Dutch Sea-beggars. Then come the openings of the Biblical Open-Air Museum at Groesbeek, near Nijmegen, and of the Efteling fairyland park and recreation center at Kaatsheuvel, near Tilburg, both of which continue into October. The last Friday of the month marks the start of the lively Friday-morning cheese market at Alkmaar (until October), a tourist attraction so popular that it eclipses the Thursday-morning cheese market at Gouda, which deserves to be better known. And on the 30th of the month, all Holland celebrates the birthday of Queen Juliana with parades, funfairs, and gay decorations honoring the House of Orange. Meanwhile the bulbfields have been bursting into great expanses of blooms that are unique in the world. An endless procession of excursion buses, private cars, and bicycles pays homage to their glory—you'll meet all the provinces of Holland and half of northern Europe here. The climax, of course, is the brilliant flower parade of fancifully decorated floats on the last Saturday of April, starting from the medieval market square of Haarlem by the historic Town Hall and Great Church and then wending its way slowly through Bennebroek and Lisse to Sassenheim. Each year a different theme is selected for this event—Spring Jewels, A Symphony of Flowers, Spring Glory—and prizes are awarded to the sponsors of the most original and artistic floats. The extensive Linnaeushof Gardens at Bennebroek open about this time, too, displaying a great variety of flowers and trees until October.

*May* commences with World War II Memorial Day when a two-minutes' silence is held at 8 p.m. on the 4th. In the middle of the month Flag Day is celebrated at the three big herring ports of Scheveningen, IJmuiden and Vlaardingén, with the exciting race back to port with the first new salted herring for Queen Juliana and other Dutch personalities.

*June* launches the three weeks' Holland Festival of music, ballet, and drama. Headquartered at The Hague, near the popular seaside resort of Scheveningen, it ranges all over western Holland with outstanding programs at The Hague, Amsterdam, Haarlem, and Rotterdam as well as several smaller centers. It opens alternately in The Hague, Amsterdam and Rotterdam and runs from June 15 to July 8, and for the more popular items, best book in advance. The permanent International Rose-growing Competition is in Westbroek Park,

The Hague and is open daily to the public from June to September. The spotlight moves next to Delft in time for the opening of the annual Art and Antique Dealers' Fair, which fills the historic Prinsenhof Museum with the greatest treasures of the country's most noted antique establishments. It lasts about three weeks. But *check in advance* as the timing has started to deviate.

The first part of *July* is highlighted by the international organists' competition at Haarlem, making use of the magnificent instrument in the St. Bavo Church. Sports come into their own, with the first of several regattas at Oude- wetering, the Kaag Week regatta at Warmond, an international amateur golf championship at Zandvoort, and the international trotting Grand Prix of the Netherlands at the Duindigt racetrack, between The Hague and Wassenaar. On one of the last Thursdays of the month at Middelburg you can watch Zeeland farmers and their wives in traditional garb as they try to run a lance through a suspended ring while riding in a decorated gig, a performance that is repeated on horseback on the second or third Thursday of August.

Sports events crowd the *August* calendar as well. Sailing enthusiasts participate in regattas at Loosdrecht and Muiden before entering the all-important Sneek Week events that begin in the middle of the month at delightful Sneek, near Leeuwarden. The very popular Military Tattoo, which used to be held in Delft, now takes place in The Hague in the second half of August.

Early *September* is the traditional time of flower processions at Aalsmeer, the Dutch town dedicated to the growing (and auctioning) of flowers all year round. Zundert, near Breda, has its own flower procession the first Sunday in this month while in the first week Tiel stages a fascinating fruit procession. Rotterdam enters the picture with its International Horse Jumping Show which attracts the world's best professionals and amateurs, including Olympic champions. On Prinsjesdag, on the traditional third Tuesday in September Queen Juliana rides in her golden coach drawn by eight horses to the opening of parliament at the 13th-century Knights' Hall, a pageant that has no peer outside of London.

*October 3* is an important day in the university city of Leiden because it marks the anniversary of the lifting of its historic siege in 1574, when the residents asked for a university as their reward.

Early in *November* shop windows begin to fill with gifts and traditional edibles for Saint Nicholas' Day. Downtown Amsterdam and The Hague are festooned with colored lights strung over the streets. For children, the highlight of *December* is the 5th (Saint Nicholas' Eve), the traditional Dutch occasion for exchanging gifts. Accompanied by his Moorish attendant, Zwarte Piet, the kindly, white-haired Saint rewards good boys and girls with presents. Christmas, once a purely religious festival in this country has now turned into a real holiday season, with the shops quite as bright as during the St. Nicholas period and containing, if possible, an even larger assortment of presents.



**WHERE TO GO?** Unless you travel on a packaged tour, with a fixed itinerary and schedule, it's most unlikely that you will follow unchanged any detailed plans you make in advance. Nevertheless it is advantageous to rough out

your trip. This gives you an opportunity to decide how much you can comfortably cover in the time at your disposal. If you have no special ideas of your own, ask the Dutch National Tourist Bureau, Mauritskade 17, The Hague, to send you its booklet, *Tips for Fine and Unusual Trips*. It covers a remarkable variety of places, tours, transport, and prices.

For brochures, hotel guides, and other free information, the official Netherlands Bureau for Tourism (usually abbreviated as NBT) is a friend to every



tourist interested in Holland. Its offices in the U.S. are at 576 Fifth Avenue, N.Y., 10036, and in *Great Britain* at 143 New Bond Street, London, W.1. Inside Holland, every city and most towns have local tourist information offices which can always be identified by their VVV sign. Many of these will also assist in making hotel reservations if you arrive in a particular place without having booked a room.

**The Highlights of Holland.** Where should the visitor begin in this land of touristic plenty? It has been pointed out in the "Foreword" that Holland is still wide open for exploration. Throughout the book, therefore, suggestions are made about unusual places to visit or unusual things to see.

Of course, nearly every tourist wants to visit the large cities, each of which has a special appeal both scenically and intellectually.

Of them all *Amsterdam* is many-faceted with its network of old canals lined with stately buildings, its great port, its bright lights and its commercial bustle. Amsterdam is the city of Rembrandt, too, with his home and studio in one part of town and many of his most famous paintings in the Rijksmuseum which has many other notable Dutch masters as well. Perhaps you prefer Van Gogh? If so, visit the museum in Paulus Potterstraat, next to the Stedelijk Museum, exclusively devoted to his works and life. Or diamonds? Then drop in at one of the diamond-cutting and polishing establishments. Just a few miles out is the ultra-modern Schiphol Airport, with its unique Aviodrome depicting the history of aviation.

Just north of Amsterdam is *Alkmaar* with its lively cheese market, *Enkhuizen* with its authentic Zuiderzee Museum, and *Hoorn*, whose sons once sailed the seven seas and named several of them. Here also are the tourist-conscious costume towns of *Volendam* and *Marken*. On Amsterdam's doorstep are *Haarlem* with its Frans Hals Museum and a famous organ, and the medieval fortified town of *Naarden*.

Next comes *Leiden*, a stately university town full of associations with the Pilgrims who later settled at Plymouth, Massachusetts. A few more miles brings you to aristocratic *The Hague*, seat of the government, parliament, embassies and many foreign corporations, especially those in the oil and chemical industries. The Hague has Rembrandts of its own in the delightful Mauritshuis museum, a few steps away from the 13th-century Ridderzaal (Knights Hall). More modern is its miniature city of Madurodam where all of Holland has been gathered together on a Lilliputian scale. Nearby *Scheveningen* is famous for its beach, its splendid pier, and the herring brought in by its picturesque fishing fleet. *Delft* is probably Holland's best known picturebook city. Peaceful canals, graceful streets, and soaring spires help preserve some of the 16th-century charm that attracted William the Silent there, only to meet death at the hands of an assassin whose bullet hole still disfigures the wall of its atmospheric Prinsenhof. Not far away is *Gouda* with a cheese market, a clay pipe industry, and some of the finest stained glass in all Europe. *Rotterdam's* aspect is, by contrast completely modern: a World War II air raid left its center a vast ruin. A new city has risen from the ashes, and the variety and originality of its architecture have few equals in Europe. Besides the busy harbor, the zoo is a popular attraction with its landscaped grounds and observation tower. From the Euromast, well over 600 feet tall, a wonderful view is obtained of Europoort, which has made Rotterdam the largest and busiest harbor in the world, and the ever-open gateway to Europe.

There is more to Holland than cities, however. Along its North Sea coast is a succession of large and small bathing resorts, led by *Scheveningen*, *Noordwijk*, and *Katwijk*. Between *Leiden* and *Utrecht* with its international fairs is



a chain of lakes, interconnected by canals and locks, that are a delight to yachtsmen. The IJsselmeer, once the Zuiderzee, is being carved up into neat polders that have remade the bottom of the sea fertile farmland. Around its edges are unspoiled fishing villages and costume towns such as *Bunschoten* and *Spakenburg*, *Vlendam* and *Urk*. Remarkable *Giethoorn* has no streets, only narrow footpaths and broad canals. The island of *Texel* is famous as a bird sanctuary; *Alphen* is noted for its Avifauna Bird Park.

Flowers are a Dutch specialty, especially bulb plants. April and May you can see whole fields of them just north of *Leiden*, between *Sassenheim* and *Hillegom*, as well as gardens at *Lisse's* Keukenhof and *Bennebroek's* Linnaeushof. At *Aalsmeer* you can watch cut flowers and plants being auctioned off every weekday morning all year round. By evening they have been flown to Stockholm, Paris, Zürich, and Rome.

There's more still. *Arnhem* has an open-air folklore and costume museum. Near *Nijmegen* is a 120-acre park devoted to portraying the life of Christ in surroundings that evoke the atmosphere of the Holy Land 2,000 years ago. At *Doorn* you can visit the home (1920-41) of Germany's last Kaiser.

Zeeland, to the south, is not only an interesting modern industrial area but, because of its Delta Works (probably the largest hydraulic project ever attempted), is becoming the great water sports area of Western Europe as many new inland lakes and yachting harbors are being created. *Friesland* is a province in the north famous for its farms and horses, its sturdy independence by which a local language has been maintained, and a mecca for yachtsmen. In this area, too, are many terps, or artificial hills while not far away to the east near the frontier with Germany are the *Hunebedden*, megalithic graves built of huge stones. And everywhere there are dikes, windmills, canals, green meadows and sturdy, bright-eyed children in gratifying confirmation of that legendary Holland we imagine from our schoolbooks.



**HOW TO GO?** Your first step should be to consult a good travel agent. Travel abroad today, although it is easier and more comfortable than in the past, is also growing more complex in its details. As the choice of

things to do, places to visit, ways of getting there, increase, so does the problem of *knowing* about all these questions. A reputable, experienced travel agent is a specialist in details, and because of his importance to the success of your trip, you should inquire in your community to find out which organization has the finest reputation.

If you wish your agent to book you on a package tour, reserve your transportations and even your first overnight hotel accommodation, his services should cost you nothing. Most carriers and tour operators grant him a fixed commission.

If, on the other hand, you wish him to plan for you an individual itinerary and make all arrangements down to hotel reservations and transfers to and from rail and air terminals, you are drawing upon his skill and knowledge of travel as well as asking him to shoulder a great mass of correspondence and detail. His commissions from carriers won't come close to covering his expenses, and thus he will make a service charge on the total cost of your planned itinerary. This charge may amount to 10 or 15 percent, but it will more than likely *save* you money on balance. A good travel agent can help you avoid costly mistakes due to inexperience. He can help you take advantage of special reductions in rail fares and the like that you would not otherwise know about. Most important, he can save you *time* by making it unnecessary for you

to waste precious days abroad trying to get tickets and reservations. Thanks to his work, you are able to see and do more.

A *Eurailpass* is a convenient, all-inclusive ticket that can save you money on over 100,000 miles of railroads and railroad-operated buses, ferries, river and lake steamers, hydrofoils, and some Mediterranean crossings in 13 countries of Western Europe. It provides the holder with unlimited travel at rates of: 15 days for \$130; 21 days for \$160; 1 month for \$200; 2 months for \$270; and 2nd class student (up to age 25) fare of 2 months for \$180. Children under 12 go for half-fare, under 4 go free. These prices cover first class passage, reservation fees, and surcharges for the Trans Europ Express services. Available to US, Canada and South American residents only, the pass must be bought from an authorized agent in the Western Hemisphere *before* you leave for Europe. Apply through your travel agent; or the general agents for North America, French National Railroads, Eurailpass Division, 610 Fifth Avenue, New York, N.Y. 10020; or through the German Federal Railroad, 11 West 42nd Street, New York, N.Y. 10036 and 45 Richmond Street, W., Toronto M5H 1Z2, Ontario, Canada.

There are four principal ways of traveling:

The *group tour*, in which you travel with others, following a prearranged itinerary hitting all the high spots, and paying a single all-inclusive price that covers everything—transportation, meals, lodging, sightseeing tours, guides, and here your travel agent can book you with a *special interest group*, thus you needn't spend a high proportion of your tour trotting round museums if you would much rather be wandering round botanical gardens, and you will be among people with similar interests to yourself.

The *prearranged individual tour*, following a set itinerary planned for you by the travel agent, with all costs paid in advance.

The *individual tour* where you work out the itinerary for yourself, according to your own interests, but have your agent make transportation and hotel reservations, transfers, sightseeing plans.

The *freelance tour*, in which you pay as you go, change your mind if you want to, and do your own planning. You'll still find a travel agent handy to make your initial transport reservation and book you for any special event where long advance booking is essential.

**Travel agents.** There are many good and reliable travel agencies, and so long as you pick an organization with experience and reputation, it doesn't really matter whether it is a large concern such as *Maupintour Associates*, *American Express*, or *Cook's*, etc. They all have branch offices or representatives in the larger Dutch cities. If in doubt, the American Society of Travel Agents, 360 Lexington Ave., New York, N.Y. 10017, and in Canada A.S.T.A., 130 Albert St., Ottawa, Ontario K1P 5G4; or the Association of British Travel Agents, 50 Newman St., London W1P 4AH, will advise you.

A giant newcomer to the Dutch travel scene is *Holland International Travel* (HIT) formed by a merger of the KLM air group and the Netherlands Shipping Union (NSU) which includes most Dutch tour operators and the Netherlands Railways.

A very helpful and reliable Dutch agency is *Lissone Lindeman*, which has offices in most large towns (also abroad) and has earned a really good name for the thoroughness of its services.

**Holland Gateway Tours**, run by the district VVV Tourist Office, Stationsplein 45, Arnhem, covers 52 special interest subjects for groups of not less than

15 (with 25 one person is included free). These range from architecture to zoos. Apart from readymade tours, the company will prepare tailor-made programs taking in the whole country, with special emphasis on whatever interest is required. For example, in the past year athletes, many social welfare authorities, Common Market enthusiasts and agriculturists have taken advantage of the many specialized facilities offered.

The agricultural tours are so popular that a separate international company has been formed within Holland Gateway Tours, called *Agritours*. The series of tour programs cover Agricultural Holland and Agricultural Europe by means of which farmers, professors, graduates and researchers can get a comprehensive picture of modern agriculture and horticulture as carried out all over Europe. 15-days trips cost between f1,400 and f2,200; off-season "weekers" around half those prices. Rates do not include fares to and from Holland.

**Holland River Line**, c/o *Lisind Int'l.*, 5 World Trade Center, New York, N.Y. 10048, offers Rhine cruises up to Strasbourg, 4 nights up and 3 down, for \$216 to \$242 per person, one-way.



**FOR STUDENTS.** *The Netherlands Bureau for Foreign Student Relations* (N.B.B.S.), Rokin 65 and Kerkstraat 138, Amsterdam, organizes educational tours, individual exchanges, labor camps etc., in cooperation with its affiliated

organizations abroad. Students of all nationalities can register either for the tours and camps to be held in the Netherlands alone, or for the intra-European tours. The N.B.B.S. willingly assist foreign students traveling in Holland on their own. Besides its office in Amsterdam and New York (c/o *SOFA*, 136 East 57th St., New York, N.Y. 10022), the N.B.B.S. has local representatives in all Dutch universities.

Members of the *International Students Travel Conference* (ISTC) are authorized to use the International Student Identity Card which is one of the most useful documents to have while traveling in Europe. It entitles the holder to take flights offered by the Student Air Travel Association and to benefit from a number of discounts and facilities open to the student traveler. It is obtainable in the United States from the *Council on International Educational Exchange*, 777 United Nations Plaza, New York, N.Y. 10017; and in Holland from the N.B.B.S. ISIS passports are also available to cover all forms of student insurance.

The *American Field Service*, 313 East 43rd St., New York, N.Y. 10017 similarly organizes the exchange of Dutch and American students ages 16-18. The summer program lasts about 11 weeks at an inclusive fee of \$1,100; the full-year school program runs from 11 to 13 months and participants attend high school in the host country as well as live there with a family similar in members and interests to their own. In 25 years of operation the AFS has handled over 75,000 student exchanges; the current level is over 5,000 a year. In Holland the AFS is at Keizersgracht 722, Amsterdam.

The *Nederland-Amerika Instituut*, Museumplein 4, Amsterdam-Z, is oriented towards more adult students, including teachers on the secondary-school level and industrial trainees. It also sponsors meetings, lectures, and films, in addition to providing introductions for foreigners interested in some particular aspects of Dutch life.

Student package tours of Europe, gaining in popularity, are organized by several American companies especially *SOFA*, 136 East 57th St., New York, N.Y. 10012.



**ROUGHING IT.** Encouraged by the extension of the Dutch Youth Hostel system, visitors to Holland, especially youngsters, have been participating in increasing numbers in the cheapest and ruggedest form of traveling.

This means moving about the country on bicycles, in boats or on foot, carrying rucksacks, and sleeping under canvas or in Youth Hostels (which are becoming increasingly comfortable).

Holland has over 60 hostels. To use the facilities one must produce a membership card from any Youth Hostel organization in the world. If you're not a member, it's inexpensive and easy to join. For further information, write to *N.J.H.C.*, Prof. Tulpstraat 4, Amsterdam-C. Information in England and the United States at the following addresses: *American Youth Hostels, Inc.*, 132 Spring St., New York, N.Y. 10012; *Camping Club of Great Britain and Ireland*, 11 Lower Grosvenor Place, London S.W.1; *Youth Hostels Association International Travel Bureau*, 29 John Adam St., Strand, London W.C. 2; *Cyclists' Touring Club*, 69 Meadow Godalming, Surrey.

Camping and caravanning are increasingly popular in Holland and over 600 excellent sites and facilities are available. Full details about prices, which vary according to site and accommodation, from the NBT in The Hague or from the local VVVs.



**WHAT TO TAKE?** Travel light. If you plan to fly, the high excess baggage rates give you a real incentive to stay within the first class transatlantic limit of 66 pounds, or the economy class limit of 44 pounds. Moreover, most

bus lines and some of the crack international trains limit the weight (usually 55 pounds) or bulk of your luggage. This simplifies going through customs, makes registering and checking baggage unnecessary, lets you take fast auto-rail trains with room for hand baggage only, and you will bless your forethought in most places nowadays because a porter in Holland is as scarce as an orchid in a desert.

The principle is not to take more than you can carry yourself (unless you travel by car). It's a good idea to pack the bulk of your things in one large bag and put everything you need for overnight, or for two or three nights, in another, to obviate packing and repacking at brief stops.

**Clothing.** At the head of your list should be a lightweight raincoat. It can rain hard in Holland, in sudden drenching showers in spite of a clear blue sky in the morning. While you can be thoroughly warm in a sunny, sheltered spot, the wind is often cold—carry a warm cardigan around with you. A wind-proof jacket or coat is almost essential. Americans and Canadians should bear in mind that Dutch temperatures are less extreme.

Travelers checks are the best way to safeguard travel funds. They are sold by various banks and companies in terms of American and Canadian dollars and pounds sterling. Most universally accepted are those of *American Express*, while those issued by *First National City Bank of New York* and *Bank of America* are also widely used. Best known and easily exchanged British travelers checks are those issued by *Thos. Cook & Son* and the chief banks: *Barclays*, *Lloyds*, *National Westminster* and *Midland*.



**Women.** Even carried in limited luggage, your wardrobe can achieve considerable variety thanks to your standard favorites: mix-and-match separates, sweater sets, accessories, etc. Crush-resistant blouses and dresses are ideal: easy-to-wash dacron and orlon and the drip-dry materials, not forgetting ever-useful knitwear for cooler days.

Practical shoes may be less flattering than open-toed models with high heels, but they're better suited to wet weather, uneven pavings, and long hours on your feet. A pair of slippers may be a lifesaver during long plane or train rides.

Handbags are another problem. While it's wise to select a model big enough to hold your passport, travelers checks, sunglasses, tickets, cosmetics, and other necessities, something really outsize may begin to feel like a millstone after you've carried it about day after day for weeks or months. More to the point is a handbag with enough interior pockets (or at least one with a zipper closing for your money) to keep things in some kind of order. A good way of preventing various pieces of foreign currency from mingling with your own is to relegate each to its own small change purse, or buy one of the convenient 4-currency small portfolios. As everywhere, be wary of pickpockets.

**Men.** A dark business suit is adequate for most functions; lightweight suit, sport jacket, and two or three pairs of slacks to wear with it will complete your outer wardrobe. Synthetic fibers are ideal for these garments because of their crease-resistance and washability (hotels have laundering and dry cleaning services, but they're expensive). Make sure the jackets have *two* inside pockets: one for your wallet, tickets, etc., and the other for your passport, travelers checks, and similar valuables.

Shirts of dacron, orlon, etc., are marvelous conveniences when you're traveling light or making one-night stops. For an extended trip, however, you may prefer to pack, say, two such wash-and-wear shirts and six cotton shirts. You'll feel trimmer in the latter, which you can have laundered every few days, and you'll have the former for emergencies. The same considerations apply to socks, underwear, and pyjamas. A lightweight dressing gown is useful, as is a pair of folding slippers.



**PASSPORTS.** Apply several months in advance of your expected departure date. **US residents** must apply in person to the US Passport Agency in New York, Boston, Philadelphia, Washington, D.C., Miami, Chicago, New Orleans, Seattle, San Francisco, Los Angeles or Honolulu, or to their local county courthouse. In some areas selected post offices are also equipped to handle passport applications. If you still have your latest passport issued within the past eight years you may use this to apply by mail. Otherwise, take with you: 1) a birth certificate or certified copy thereof, or other proof of citizenship; 2) two identical photographs 2½ inches square, full face, black and white or color and taken within the past six months; 3) \$13 (\$10 if you apply by mail); 4) proof of identity such as a driver's license, previous passport, any governmental ID card. Social Security and credit cards are NOT acceptable. US passports are valid for five years.

If a non-citizen, you need a Treasury Sailing Permit, Form 1040D, certifying that all Federal taxes have been paid; apply to your District Director of Internal Revenue for this. To return to the United States, you need a re-entry permit if you are away more than 1 year. Apply for it at least six weeks before departure in person at the nearest office of the Immigration and Naturalization Service, or by mail to the Immigration and Naturalization Service, Washington, D.C.

**British subjects:** Apply on forms obtainable from your travel agency or local main post office. The application should be sent to the Passport Office for your area (indicated on the guidance form). Apply at least 3 weeks before the passport is required. The regional Passport Offices are located in London, Liverpool, Peterborough, Glasgow, Newport (Mon.), and Belfast. The application must be countersigned by your bank manager or by a solicitor, barrister, doctor, clergyman or Justice of the Peace who knows you personally. You will need two full-face photos. The fee is £5; validity ten years.

**British Visitor's Passport.** This simplified form of passport has advantages for the once-in-a-while tourist to Holland and most other European countries. Valid for one year and not renewable, it costs £2.00. Application must be made in person at a main post office and two passport photographs are required.

**VISAS.** Holland does not require visas for nationals of the United States, Great Britain, Canada, Ireland, Australia, New Zealand, or South Africa, and many other countries.

**HEALTH CERTIFICATES.** Not required for entry into Holland. The United States, Canada and Britain do not require a certificate of vaccination prior to re-entry but because of frequent changes in law, we suggest you be vaccinated anyway, before you leave. Have your doctor fill in the standard form which comes with your passport, or obtain one from a steamship company, airline, or travel agent. Take the form with you to present on re-entering.



**MEDICAL TREATMENT IN HOLLAND.** Medical expenses in Holland, as in most European countries, are high and can seriously upset your budget. It is highly advisable to take out medical and accident insurances to cover

your trip. Or join one of the undermentioned organizations:

The **IAMAT** (International Assoc. for Medical Assistance to Travelers), offers you a list of approved English-speaking doctors who have had post-graduate training in the U.S., Canada or Gt. Britain. Membership is free; the scheme is world-wide with many European countries participating. An office call costs about \$8, though subject to change. Hotel and night calls, of course, higher. For information apply in the U.S. to Suite 5620, 350 Fifth Ave., New York, N.Y. 10001; in Canada, 1268 St. Clair Ave. W., Toronto.

A scheme which offers unlimited assistance to the tourist is operated by **Europ Assistance Ltd.**, 269 High St., Croydon, Surrey, England: they can meet any emergency through a 24-hour-seven-days-a-week service, including air and road ambulances and a coordinated network of medical and other advisers. The scheme also includes a medical expenses insurance of £2,500. The basic cost is £1.50 per person for any holiday period up to one month, and an additional charge of about £10 for vehicles up to 6 years old.

In certain cases, British visitors are entitled to free medical treatment in the relevant Dutch health organization. Check with your Social Insurance Office.

## How To Reach Holland

### From North America



**BY AIR.** It is an easy flight from New York and Montreal to Amsterdam, and the jumbo jets and other giant aircraft have cut travel time to around 6 hours. Most of the major airlines have regular daily services. **KLM** now runs two flights daily between New York and Schiphol, one daily from



Chicago and Montreal respectively, and four times weekly from Mexico City with intermediate stops at Houston and Montreal. This line also provides ample accommodation for holiday traffic with many hundreds of charter flights. *Pan-American* offers daily jet flights from New York to Amsterdam (Schiphol), while *Air Canada*, *Lufthansa*, *Finnair* and other well-known lines join in the great annual trek from the U.S. to Holland. The schedules include many air links between London and Amsterdam, London and Rotterdam, and, of course, all the chief cities of Europe.

Both buses and taxis take about 25 minutes from the airport to town. Buses cost *f* 4; taxis about *f* 27.

Keep a wary eye on the luggage allowance, 66 pounds (30 kilos) for first-class, 44 pounds (20 kilos) for economy classes. If you are the kind that travels light as a matter of principle, this will be no hardship, especially since you can carry a camera, a pair of binoculars, an umbrella, a laprobe, an overcoat, and a couple of books in addition to the luggage that is weighed. If you are not, then you'll be paying 1 % of the standard first-class one-way fare for every kilo (2.2 pounds) of overweight. (Should you be *really* overweight, it may be necessary to send the extra luggage ahead or wait for it to catch up with you on a later flight; the freight rate, which is lower than the excess baggage rate, will be charged in such cases).

1,300  
524  
2,400  
4,230

**AIR FARES.** From New York or Montreal to Amsterdam the one-way jet fare is about \$600 first class; roundtrip economy fares range from about \$300 to \$500 depending on type of ticket and season. Fares and accommodations

are subject to change and regulation by the International Air Transport Association and the above rates are only indicative. A complicated structure of reduced air fares obtains at this writing, based on the dates of flight. And it is possible to obtain considerable reductions through group travel, charter flights and other schemes.

With one exception, all North Atlantic air carriers charge identical fares, established by the International Air Transport Association. As a non-member of IATA, and because its flights (New York-Luxembourg via Iceland) take a few hours longer, Icelandic Airlines is able to provide average economy standards of comfort at a lower fare. Quoted fares are subject to increase.

Children between the ages of 2 and 12 travel at half the adult tariff, but are entitled to a full luggage allowance. Infants under 2 not occupying a seat and accompanied by an adult are charged 10% of the full fare. Although they are not entitled to a free luggage allowance, their food, clothing, and other supplies needed in flight are not weighed. Most airlines provide special bassinets

### A DAY ON THE HOUSE

A special attraction in Holland for every Europe-bound air traveler from the U.S. is the offer of "a day on the house" program in which several large airlines and the Amsterdam, Rotterdam and The Hague tourist offices are joining forces. The tourist only has to obtain from his travel agent a special hospitality coupon (Oct. 15 to Mar. 25) which is exchanged on arrival in Amsterdam for a book of 21 free gift vouchers giving admission to 3 museums; one concert; a trip round the romantic canals; a visit to Delft; the use of a bicycle for a day; an evening out at a nightclub; various foods and drinks; and one or two surprises. Vouchers are obtainable from local VVV offices.

if notified in advance. Students and military personnel are entitled to certain additional reductions at specified seasons of the year.

Airline tickets can be bought on the instalment plan. A down payment of as little as 10 % secures the reservations, and the balance can be paid off, after your trip, during the next 12 months. Hotel accommodations and other expenses of a trip can be added to the same instalment account if desired. Interest charges make this arrangement more expensive.

## BONUS STOPOVERS TO HOLLAND

If you are going to Holland with a regular ticket to Amsterdam, why not stopover en route at Dublin or Glasgow, London or Paris. These and many other European points may be visited without extra charge when you buy a ticket from New York to the Dutch city.

You'll be pleasantly surprised at the way an ordinary roundtrip can be broadened in scope into a very comprehensive circle trip. When you buy a ticket to Amsterdam, you are entitled to 4,366 miles of transportation in each direction. This allows you to add many cities which lie off the direct route and saves you paying for separate side trips.

Stopovers are, of course entirely optional. You can fly nonstop from New York to Amsterdam. However, if you wish to add a number of countries en route these stopovers are certainly useful.

Let's examine some of the routings available to Amsterdam. These are only a sampling of the total number offered and you should discuss the complete range of possibilities with your travel agent.

Leaving New York you can fly to Shannon (Eire) and then into Dublin. After a stopover in this country you can cross the Irish Sea to Liverpool, a fine jumping off point for trips to Southport and Blackpool, two English resort towns, and the Lake District. Then comes a short trip to Manchester, an industrial city of considerable importance and a good center for sightseeing trips to Yorkshire.

Birmingham is the next stopover which you are entitled to make en route to Amsterdam. This is a fine base for trips to nearby Coventry with its modern cathedral, Stratford-upon-Avon with its Shakespeare plays, and Leamington Spa. Then you can continue on to London before crossing the English Channel to Amsterdam.

You also can fly from New York to Glasgow and make a stopover in Scotland before continuing to Amsterdam. Making Glasgow your headquarters for sightseeing, fine steamer and motor coach excursions to the Highlands and nearby lochs may be arranged. Continuing to London, you can fly via Edinburgh and Birmingham.

Yet another possibility is to fly from Glasgow to Belfast (N. Ireland). Between Belfast and London you can make additional stops in Liverpool, Manchester and Birmingham. Should you enter Europe via Shannon and Dublin, you can continue direct to Paris or Amsterdam if you prefer.

If you wish, you can fly from New York to London and then continue to Amsterdam. For that matter you can make Manchester, Paris or Brussels your initial gateway.

What about circle trip possibilities for travelers wishing to fly to Amsterdam in one direction and return via another? You can wing across the Atlantic to Shannon then continue via Dublin, Liverpool, Manchester and Birmingham to London. Next comes Paris and Brussels before arriving in the Dutch city. Homeward bound, you can take a more northerly course stopping in Glasgow for a sightseeing tour of Scotland. Thus you broaden your ordinary roundtrip into a very comprehensive circle trip.

Schiphol Airport has the largest tax-free shop in Europe for the benefit of passengers leaving Holland for a destination outside the Benelux countries. (Rotterdam also has a tax-free shop). Here American, Canadian and Scotch whiskies may be bought for \$5 up, cognac for \$7. Intercontinental passengers may buy American cigarettes for \$2.50 a carton, a wide range of cameras, watches, tape-recorders, binoculars, TV and radio sets, and many other items, including perfumes, often below their price in the country of manufacture. However, some goods (such as those made in Holland) do not carry customs duties, so they will not be very much cheaper than in the Dutch shops, except for the possible deduction of value added tax. Best count only on saving money on luxurious goods. See also under *Customs, Returning Home*.

A joint KLM-ShipSide Service makes it possible for passengers resident outside Holland to purchase, immediately upon their arrival at Schiphol Airport, a new European car free of tax from the models displayed in the adjacent showroom. All formalities can be completed within half an hour, and documents needed for the car are supplied on payment of fl. 40. American visitors can make arrangements through ShipSide to ship the vehicle to the United States, after their European holiday, as a used car. Many of the more popular makes are often in short supply, so it is a good idea to place your order well in advance through your travel agent or any KLM office or by writing to ShipSide 609 Fifth Avenue, New York, and Schiphol Airport, Amsterdam.

Through the KLM/AVIS Car Rental Plan you can have a car waiting to pick you up immediately after your arrival at Schiphol (for details see page 38).



**BY SHIP.** Most of the large shipping lines are engaged for most of the year on cruises, reducing their transatlantic sailing schedules. Berths have to be booked well in advance and the choice of sailings direct to Holland is

limited to the *Holland America Line*, Pier 40, North River, New York, N.Y. 10014, apart from cargo-passenger vessels. Most transatlantic lines sail from New York to Southampton, among them: *Cunard Line*, 555 Fifth Ave., New York, N.Y. 10017; and *Baltic Shipping*, c/o March Shipping Passenger Services, 1 World Trade Center, New York, N.Y. 10048, which has various sailings from New York and Montreal to northern European ports, April-October at rates from about \$300-\$700. The *Gdynia-America Line*, 115 Broadway, New York, N.Y. 10006 has 3 or 4 freighter sailings a month to northern European ports including Rotterdam. One way fares are around \$275 but you should reserve 5-6 months in advance. *Lisind Int'l.*, 5 World Trade Center, New York, N.Y. 10048, are general agents for Nedlloyd, Royal InterOcean Lines, and KNSM Royal Netherlands Steamship Co.

Crossing takes from 5 to 10 days, according to the route and vessel. Accommodation is mainly one class, life on board is much less formal than it was, and so you need not be any more dressy than you plan to be during your European trip. If you fear sea-sickness, there are several kinds of effective pills which are easily obtainable at your own druggist before you leave, or on board.

Fares vary according to route and season. There is usually a five percent discount on the roundtrip fare, and further reductions for groups of 25 persons or more. It is also possible to buy an air/sea ticket, traveling one way by

ship, the other by air. Children up to 12 travel at half the adult fare. Total tips should not exceed five percent of the fare.

### FROM BRITAIN OR IRELAND



**BY AIR.** London and Amsterdam are linked many times daily by *British Airways*, *British Caledonian* and *KLM*. Also several flights by *KLM* between Glasgow, Birmingham and Amsterdam: daily services by *KLM* from Manchester, and six times weekly by *Aer Lingus* from Dublin. *Northeast Airlines* flies four times weekly direct to Amsterdam from Leeds and Bradford. *British Caledonian* runs a number of daily flights from Newcastle to Amsterdam and London to Rotterdam, as well as from Southend to Rotterdam, while *British Air Ferries* carries both passengers and cars from Southend.

Fares from England to Holland are about £25 economy, £37 first class, London-Amsterdam return; excursion weekend round trip is from £25 to £29. Most fares also carry fuel supplements. There is a wide range of package tours.



**BY TRAIN.** The fastest route from London to Amsterdam is via Harwich and the Hook of Holland, which involves a North Sea crossing of about 6 hours. There are two through connections: one during the day and one at night. The entire journey requires just under 13 hours by the night service, just over 10 by day, and costs about £32 first class and £26 second class, return. The weekend excursion price is around £18. Berths extra.

The best solution for visitors who wish to minimize the Channel portion of the trip is travel via Dover and Ostend (Belgium) to Brussels, where there are frequent express trains north to Rotterdam, The Hague, and Amsterdam. Total transit time to the latter city is in the order of 12 or 13 hours, of which about 4 are spent crossing the Channel.



**BY CAR.** Car ferry routes across the Channel increase steadily to keep pace with the growing numbers of tourists who take their car along. Ferry routes across the North Sea are also expanding. Nearly all vessels have drive on/off facilities and are stabilized; non-motorized passengers are also conveyed. From Dover there are frequent daily crossings to Ostend (3¾ hrs.), and once daily from Harwich to Ostend (5 hrs.) by *Belgian Marine*. But car ferry services direct to Holland are:

*Harwich to Hook of Holland*, via Sealink (combined British Rail and Zeeland Shipping). Day and night service. Crossing time about 6 hrs. by day, longer by night service. Car charges from £5 according to length. For passengers, about £8.50 second class, £9.90 first class, from Harwich.

*Felixtowe-Rotterdam* (Europoort), via Transport Ferry Service, day and night crossing, 6½ to 7½ hrs. Cars from £5, passenger fare from £15, includes berth and meals.

*Great Yarmouth-Scheveningen* by Norfolk Line, thrice daily, crossing time 8 hrs. Mainly a cargo service, so only limited passenger accommodation. Cars from £9, passengers £14, including meal. A new ship running to Middlesbrough, the most northern roll-on-roll-off port in the U.K. carries 80 passengers in luxury cabins as well as trailers and cars. The journey takes 16 hrs; cars from £11, passengers from £20.

**Hull-Rotterdam** by North Sea Ferries, two sailings each way daily: the two newest ferries take 1,184 passengers and 520 cars, and cross in 11 hrs. The two older ferries are slower. Cars from £6 up, passenger fares from about £9 to £21 according to accommodation and season, with meals included. Cheaper ex-season.

**Immingham-Amsterdam** by Tor Line. Friday overnight sailings, 12½ hrs. Cars from £10 (with 4 paying passengers), passenger fare from £9 according to season, meals extra. Two jumbo ferries carry 1,250 passengers and 500 cars.

Complete tariff information is obtainable through your travel agent, the AA, RAC, and the London office of AAA.

**Air Ferry.** BAF (British Air Ferries) operate air ferry routes 3-4 times daily from Southend (in Essex, 38 miles east of London on the north side of the Thames estuary) to Rotterdam and Ostend. Passenger fare, one way, is about £23 to Rotterdam, about £16.60 to Ostend. Car tariffs range from £25 to £90 and £22 to £75, respectively, depending on the length of the car and the season. Special return passenger fares are also available. For bookings, apply to your travel agent, AA, RAC, or direct to *British Air Ferries Ltd.*, Southend Airport, Essex.

## FROM THE CONTINENT, AUSTRALIA AND SOUTH AFRICA



**BY PLANE.** There are also many regular airline flights daily to Amsterdam from most of the larger European cities, and to Rotterdam from Switzerland, Germany and Scandinavia. Among the most popular are *KLM*, *Swissair*, *SAS*, *Air France* and *Lufthansa*.

*Australians and South Africans* flying from their respective countries to London may include Amsterdam at no extra charge on regular tickets providing they fly by IATA carrier. Leaving Sydney for London, it is possible to fly in one direction via Djakarta, Singapore, Bangkok, Delhi and Moscow. Returning, you can stop at Rome, Beirut, Teheran, Karachi, Colombo, Singapore again and Darwin or Perth.

A *South African* can fly in one direction via Salisbury, Nairobi, Khartoum, Cairo and Athens. Returning he may visit Rome, Kano, Brazzaville or Kinshasa.



**BY TRAIN.** In addition to regular electric trains, there are a number of all-first-class services between Amsterdam and other European cities that are part of the TEE (Trans-Europe-Express) network. Seats must be reserved in advance and a surcharge paid. Passenger cars are extremely comfortable; meals and refreshments are available in transit. TEE trains terminating in Holland from the rest of the continent include:

From Paris (*Étoile du Nord* leaving afternoons, *Ile de France* leaving mornings), the route takes about 5 hrs, to Amsterdam via Brussels, Roosendaal and The Hague.

From Cologne (*Van Beethoven*), daily to Amsterdam (just under 3 hrs.), via Düsseldorf, Arnhem and Utrecht.

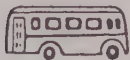
From Munich (*Rembrandt*), daily to Amsterdam, via Stuttgart, Cologne and Düsseldorf, taking about 9 hrs.

From Zürich (*Edelweiss*); daily to Amsterdam (9½ hrs.), via Basle. Strasbourg, Luxembourg, Brussels, Antwerp, Roosendaal, Rotterdam, The Hague.



**Car sleepers** operate from spring to autumn between: Frejus/St. Raphaël-Avignon and Amsterdam; Narbonne and Amsterdam; Genoa-Milan and Amsterdam; Biasca (in Switzerland, near Lugano) and Hook of Holland; Villingach-Salzburg and Hook of Holland; Ljubljana and Hook of Holland.

**BY CAR.** Holland is easily accessible from the surrounding countries by any of the good E (European) highways. For traffic regulations see page 37.



**BY BUS.** *Europabus*, the combined train-bus service operated internationally by the railroads of Europe, runs a network of scheduled services to Holland in the summer months from, among other places, Bad Harzburg, Frankfurt am Main (via Cologne), Freudenstadt, Munich, Salzburg, Innsbruck, Lucerne and London (via Ostend). These bus trips may be combined with train journeys, and hotel accommodation en route can also be arranged. (Information from most travel agencies and railway stations.)

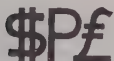


**BY SHIP.** An unusual way to reach Holland from Switzerland or Germany is by the Rhine steamers making the downstream trip from Basel, ending at Rotterdam after calling at several inland ports on the way. For details and descriptions see *Trips on the Rhine*, later.

## Arriving In Holland



**CUSTOMS.** Customs procedures have been made as simple and painless as possible for the visiting tourist in Holland. Her customs and passport officials are courteous and seldom fail to respond to a friendly attitude on the part of travelers. Chances are, in fact, that you'll not be asked to so much as open a suitcase. The general principle is that you may bring in and take out a reasonable amount of any article intended for your own personal use. Visitors from overseas should not exceed the limit of 400 cigarettes, 500 grams (slightly more than one pound) of pipe tobacco, 100 cigars or 200 cigarillos. Residents of European countries (except Benelux) may bring in one-half of these quantities. One bottle of liquor may also be imported free of duty (again, not Benelux residents). Gifts taken in are duty free up to 90 fl. value.



**MONEY.** The monetary unit in Holland is the guilder (*guilder*), but written as fl.1 or f1, divided into 100 cents. You may bring into Holland or take out with you an unlimited amount of any currency in banknotes, checks, or coin, if you are a non-resident. There are no restrictions on the export of Dutch or other currency, except that coins beyond a maximum of fl. 25 may not be taken out. If you wish to change foreign checks or banknotes into guilders on entering the country, or guilders into foreign currency on leaving, you may do so at exchange offices located at frontier points and major railway stations, on board international trains and Harwich-Hook of Holland day ferries (in summer); exchange representatives are also available at the Port of Amsterdam or Rotterdam for passengers arriving by boat. For the convenience of air travelers, an exchange office is operated at Schiphol (Amsterdam) Airport and Rotterdam Airport; any KLM office will exchange your foreign currency at about the same rates as those given by a bank. In fact, the banks also have exchange offices at the two airports. Travel agencies are



authorized to accept foreign currencies and travelers checks, and many of the larger hotels and shops will also do so.

**Exchange rates** are variable at this writing, due to the world currency crisis; the current rate is about fl. 2.38 to the dollar, fl. 5.60 to the pound sterling.

Dutch bank notes are in denominations of 1,000, 100, 25, 10 and 5 guilders. Coins are 10 guilders, 2.50 guilders, 1 guilder, 25, 10, 5 and 1 cents. Watch out that you do not mix-up the 2.50 and the 1 guilder coins, because there is not very much difference in size.

## Staying In Holland



**HOTELS.** Dutch hotels are officially classified under the "star" system, from 5 stars for deluxe to one for a simple hotel, with *L.C.* for the lowest category hotel. These

agree in the main with the Fodor classifications given below, although the super deluxe class hardly exists in Holland. The Dutch classification has been devised by the tourist organizations and is based not only on the outward appearance of the hotels but also on what they offer by way of appointments, comfort, service and atmosphere rather than on the prices charged. A useful publication called *Hotels in Holland* is published by the NBT, the official Dutch tourist organization, and can be obtained at any of its many foreign and domestic offices. It lists every city and town of importance in the Netherlands together with the majority of hotels and quotes basic prices for various kinds of accommodation. During peak season, V.V.V. information offices in large cities help to find accommodation for tourists who may have difficulty finding rooms: open usually noon-midnight.

The *National Reservation Center* (NRC) in the main post office building on the Dam in Amsterdam (phone: 211-211) is linked with about 1,600 Dutch hotels all over the country.

As an indication of price, service, atmosphere, and general standards, every establishment has been classified into one of six categories: *super deluxe*, *luxurious*, *first class superior*, *first class reasonable*, *moderate*, and *inexpensive*. For hotel rates see the table on page 15.

Without exception, Dutch hotels are spotlessly clean no matter how modest their comfort. Service normally is courteous and efficient. English is spoken or understood by desk clerks and waiters in all except the smallest hotels. You can be as comfortable in the big Dutch cities as anywhere in Europe, and even in many of the smaller centers accommodation is very good.

Don't be astonished if your waiter hands you your room bill after you finish breakfast and are preparing to leave a Dutch hotel. The custom is typical of smaller establishments and really quite convenient since it eliminates any further delay at the time of your actual departure.

Motels are gaining popularity due to the enormous increase of car owners and the difficulty of finding parking space in the towns, and are becoming much more numerous. They are all well-equipped, have excellent facilities for meals and shopping, and are being more and more used for business meetings. Unfortunately some of them are as expensive in accommodation as superior hotels. The most important ones are mentioned among the hotels in the regional chapters of this guide.

**Baby-sitters** can be obtained in many Dutch towns through students' or-

ganizations, especially for the evenings. Rates are up to fl. 3.50 an hour until midnight and fl. 5.50 afterwards.

**RESTAURANTS.** These are usually of a high standard with delicious food. They are officially classified from four to one star, which generally corresponds to our rating of expensive (E), moderately expensive (M) and inexpensive (I). Many restaurants offer special "tourist menus" which cost fl. 11.50, and provide an honest and ample meal. Also, your hotel may issue "horecaf" lunch coupons which enable you to have lunch free at other similar establishments. For price indications see the chart on page 14.



**TIPPING.** All hotels and restaurants in Holland, as shown on the rate cards and menus, include 15 % service and value added tax. Small extra gratuities can be added for special help or service, but are not expected. Give the doorman, for example, 50 cents for calling a cab, and it is customary to leave any odd small change when paying a bill.

Hairdressers and barbers have inclusive service prices, so they do not expect a tip. Taxis in almost every town have a tip included in the meter charge, but here again the fare is usually made up to the nearest guilder by the user. Where the tip is not included, add 15 percent (minimum 35 Dutch cents).

The official minimum for railway porters is 75 cents a bag. Ushers at cinemas, theaters and concerts are usually given 25 cents for showing you to your seat although this is not necessary. Hat-check attendants expect at least 25 cents, but more according to the type of place. Washroom attendants get 25 cents as a general rule.

**MEET THE DUTCH.** If you feel you would like to get to know the Dutch more intimately, go to the nearest VVV which will gladly get you an introduction under the "Get in Touch with the Dutch" plan now operated on a voluntary basis. In Amsterdam and The Hague there are special Ladies' Committees which organize contacts and excursions for foreign ladies. Here again the local VVV can supply full information.



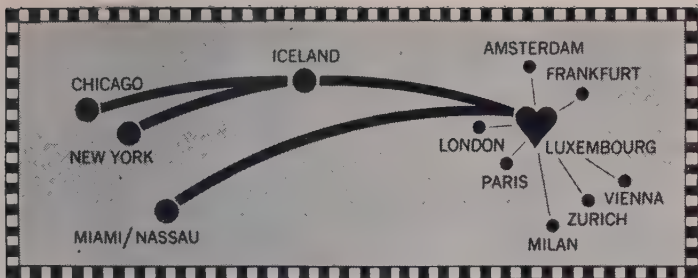
**TELEPHONES.** You can dial anywhere in the country directly from your own phone by consulting the directory, which lists the *netnummer* or code number for every city and village. You simply dial the code number, wait for a moment or two until you hear a second tone, and then dial the local number. Tariffs are modest, and there are special low rates between 6 p.m. and 8 a.m. and weekends from Friday 6 p.m. until 8 a.m. Monday. In cities such as Amsterdam, The Hague, and Rotterdam six digits are used in most instances.

If you call from some public phones in a restaurant or on a street corner, you must remember to check the accompanying directions for use, as different types exist in the same town.

Dial 0010 if you wish to place a long-distance (trunk) call to another European city, 0016 for intercontinental calls. (English-speaking operators will reply to you). Automatic connection is already operating between most of the major cities of Holland and the exchanges of Belgium, Luxembourg, West Germany, the United Kingdom, France and Switzerland.



**ELECTRICITY.** The standard in Holland is 220-volt, 50-cycle alternating current. So most American appliances will need transformers to convert them to 220-volt operation. Some hotels (like the Hilton in Amsterdam) have only 120V, while others have wall-plugs allowing for either 220 or 120V. Dutch



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wall outlets (mains) require a larger plug than the kind used in the United States. Any device such as a clock or phonograph whose operation depends on 60-cycle current will not run satisfactorily even with a transformer, since the 50-cycle Dutch current will cause it to slow down to about 80 % of its proper speed. If you pack an electric razor, the manufacturer can supply you with an adapter kit that will facilitate its use not only in Holland but elsewhere in Europe. But your best bet is to take along a battery-operated razor.



**CLOSING DAYS AND HOURS.** Legal holidays in Holland are: New Year's Day, Good Friday, Easter Monday, Queen's Birthday (April 30), Ascension Day, Whitmonday, Christmas (December 25-26). Shops are open weekdays

from 8:30 or 9:0 till 5:30 or 6:0. Some are also open from 7-9 p.m. on Thursdays or Fridays. Many of the smaller neighborhood shops close during the lunch hour from 1-2 p.m. All shops are compelled by law to close one half-day each week; this may be during the morning or afternoon, and varies from place to place and from shop to shop. Most of the department stores are closed Monday mornings, while many of the restaurants close one evening a week, usually Mondays. Banks are open from 9 a.m. to 3 p.m. Monday through Friday, closed Saturdays. Hairdressers are closed on Mondays.

**DRINKING WATER.** The water is excellent and drinkable everywhere. Bottled water is available for those who prefer it.



**WATER SPORTS.** Facilities for all kinds of water sports have increased so tremendously in the past few years that a chapter on this form of recreation in Holland has been added to this guide. The opportunities for yachting, motor-boating, fishing, water-skiing and other aquatic activities are, moreover,

to be found all over the country from the far north to the extreme southwest, so that Holland is fast becoming Western Europe's great water sports paradise.

No frontier documents are required for sport and pleasure boats if imported solely for touristic use. It is only necessary to report to the nearest harbor with customs facilities on entering Dutch waters; outward clearance, however, is also necessary. Ship's stores and fuel, etc. clearly intended for use on board may be freely imported.

### POLLUTION REPORT

The Dutch system of pollution control is used as a prototype for most of Europe. A specially-created Ministry of Health and Environmental Control determines, and enforces, the anti-pollution laws. There is a 24-hour monitoring system for air quality control operating throughout the country with 217 stations linked to a central computer which also records water and noise pollution. In addition to its chain of "sniffing masts", Holland has soil pollution detectors and special equipment to detect pollution in all surface waters. Coastal waters are especially controlled so that Holland's beaches are the cleanest in Europe. Weather forecasts often include pollution estimates. Stringent laws control commercial wastage. As a result of all these measures, Holland scores high in any anti-pollution rating.

**SEASIDE RESORTS.** Scheveningen, Noordwijk-aan-Zee and Zandvoort are all within easy reach of Amsterdam, The Hague or Rotterdam, have golf



courses, tennis and plenty of good hotels. Zandvoort has an automobile-racing track and Scheveningen has that rarity in Europe—squash courts. Places like Groede, Domburg, Oostvoorne and Castricum are traditional seaside resorts, but up in the Frisian or Wadden Islands are some fine spots for the outdoor man: open dunes, woods and camping grounds. Then, there is the Texel Island bird paradise, a sort of free holiday camp for birds from nearly all over the world, though humans are allowed too.



**FISHING AND HUNTING.** In general, fishing in Holland is coarse fishing. American and British tackle is not right for this sort of thing; you had better inform yourself locally. Check also on the minimum sizes at which you are permitted to take various fish. You can fish almost anywhere in Holland, but the Loosdrecht Lakes (Utrecht province) and Nieuwkoop Lakes (South Holland province) and the district around Schagen and Kolhoorn (North Holland province) are recommended particularly. A license is required and can be obtained at principal police stations. Sea fishing is becoming increasingly popular, especially out of the new harbors in the Zeeland area.

Holland is too thickly settled to be good shooting country. Open seasons are short, and when the season is closed it covers everything. If this prospect does not discourage you, further information can be obtained at the Royal Netherlands Shooting Association, Josef Israëlsaan 20, The Hague.

Since 1974 a fishing "passport" has been available enabling the angler to fish in any part of the country instead of only a limited area covered by the normal license.



**GOLF.** There are seven 18-hole courses: at Duivendrecht near Amsterdam, at Wassenaar near The Hague, at Huis ter Heide near Utrecht, at Valkenswaard near Eindhoven, at Hilversum, and at Breda. Nine-hole courses are located near 's-Hertogenbosch (Dommel Golf Club), Domburg on the Zeeland isle of Walcheren, Hummelo (Keppelsche Golf Club), Hattem, Diepenveen (Salland Golf Club), Noordwijk, Groningen, Arnhem, Rotterdam, Wittem, and Hengelo (Twentsche Golf Club). Foreign players are usually welcome at any of these.

**SKATING.** There are good artificial rinks at Amsterdam, Deventer and Heerenveen for racing as well as ordinary recreation, and at The Hague, Tilburg and Den Bosch for ordinary skating and ice hockey.



**CAMPING.** Holland is an attractive country for campers because of its extensive beaches and dunes, its network of lakes and waterways, short distances, special cycle paths, and excellent rail connections. Possession of the international FICC card entitles the bearer to reduced fees at NTKC campsites. Information is available from: Nederlandsche Toeristen Kampeer Club (NTKC), Daendelstraat 11, Koninklijke Nederlandsche Toeristenbond (ANWB), Wassenaarweg 220, both in The Hague, or any of the local V.V.V. offices. There are now over 600 excellent campsites. Rates are government controlled but occasionally are raised to meet increased running costs.

**PHOTOGRAPHY.** Photographers can obtain every kind of color or black and white film in Holland, and the quality of all is excellent; the processing is also good. It takes from 4 days to one week for both color and black and white in all large towns and a little longer elsewhere at any good camera shop.

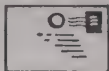




**READING MATTER, ENTERTAINMENT.** The leading British newspapers, the *Herald Tribune* and the *New York Times*, as well as many prominent British and American magazines are on sale in the major Dutch

cities. Motion pictures are screened in their original language (English and American films are very popular) with Dutch subtitles. Practically all theatrical performances are in Dutch, however. Many concerts are given throughout the year.

**TOBACCO.** American imported cigarettes cost just over fl.2 a pack, while English cigarettes made in England vary from fl.2 to 2.25 guilders for twenty. Dutch cigarettes—both American and English blends cost f2.00 for twenty. Popular king-size filters are *Peter Stuyvesant* and *Pall Mall*. Pipe tobacco is good and costs about fl. 1.75 for 100 grams (just under four ounces). Dutch cigars are famous for quality and cheapness. Gouda is renowned for its clay pipes, now mainly bought as souvenirs.



**POSTAL SERVICES.** The Dutch mail system is as efficient as the telephone service, thanks in part to the modest size of the country and the concentration of population. In the cities as well as in rural areas there is one

delivery daily and three or four pickups from letter boxes, which are painted red. Branch post offices are conveniently located in every district.

A letter to most countries in Europe (which automatically goes airmail), or sea mail to the Americas costs 60¢ for the first 20 grams, from 20 to 50 grams it costs f1.05 and thereafter on a graded scale. Airmail letters to countries outside Europe are priced on a complicated zoning system so it's best to ask at the post office or at your hotel desk. In general, letters to the U.S. and Canada cost 85¢ for the first 10 grams. Aerograms (bought at post offices) cost 60¢ to any country. Postcards are 40¢. Letters within Holland cost 50¢. These rates are periodically increased so check before posting.

Cables and telegrams are sent from post offices, but may also be sent over the telephone by dialling 009 or (for the U.S. and Canada) 0019.

Stamp collectors should know that all Dutch stamps in circulation during the period of issue (including those from Surinam and the Netherlands Antilles) are obtainable by foreign visitors from the Philatelic Service of the Dutch Post Office, Prinses Beatrixlaan 11, The Hague. It is even possible to open a current account with this service for future issues.



**USEFUL ADDRESSES.** *American Embassy*, Lange Voorhout 102; *British Embassy*, Lange Voorhout 10; *Canadian Embassy*, Sophialaan 5-7; all The Hague. *American Consulates*, Museumplein 19, Amsterdam; Vlasmarkt 1, Rotterdam. *British Consulates*, Herengracht 460, Amsterdam; Parklaan 18, Rotterdam. *U.S. Information Service*: Lange Voorhout 102, The Hague.

*American Express*, Amsterdam, Damrak 66; Enschede, Loenshof 52; The Hague, Plaats 14; Rotterdam, Meent 92. *Thomas Cook & Son* is represented by Wagons-Lits: Amsterdam, Dam 19; The Hague, Buitenhof 46; Rotterdam, Schiedamsevest 56.

*Netherlands Tourist Office* (NBT), The Hague, Mauritskade 17 (head office). Local tourist information offices (V.V.V.), see regional practical information sections.

Diamond cutting: *I. J. Asscher*, Tolstraat 127; *Diamant Firma Streep*, Amstel 208; *A. van Moppes & Zoon*, Albert Cuypstraat 2. All in Amsterdam; hours for visiting 9-12 and 1-5, Saturdays 9-1.

**GUIDES.** In order to promote international friendship and tourism, the members of the Netherlands Amateur Guides Association (B.B.T.B.B.A.), the majority of whom are students, place themselves voluntarily at the disposal of tourists to render any help that may be desired. These amateur guides do not accept any payment for their services. All members have official identity cards. Branches of the organization will be found in all the principal towns; the addresses can be obtained from the B.B.T.B.B.A., Statenlaan 51, The Hague.

The National Tourist Bureau at Mauritskade 17, The Hague, runs a Holland Hostess Team whose members are available to help visitors in every possible way on excursions, shopping, and general advice. The girls speak several languages; rates from fl. 85 per day to fl. 65 per halfday.

## Traveling In Holland

**BY PLANE.** Holland's well-known airline, KLM, operates domestic services linking Amsterdam, Enschede, Eindhoven, Maastricht, Groningen and Leeuwarden five times daily.



**BY TRAIN.** Regular services are operated to all parts of the country with electric and diesel-electric engines. Services are swift, comfortable, and dependable, running at fixed times every hour or half hour from early morning until late at night. All the big cities are linked with inter-city non-stop trains.

If you anticipate much rail travel buy a copy (f 2.45) of the multi-lingual *Dienstregeling* (time-table), at most newsstands and listing complete timings for all trains and many bus lines. All essential information and instructions are printed in Dutch, English, French and German.

The Dutch railways offer several attractive cheap travel plans, based on the idea that few countries can be better seen by train than Holland. Special 8-day tickets, for an unlimited number of trips throughout the country and on the Amsterdam-Hague bus are available at f 78 for first class and f 52 for second class, with children half price. They are sold at Dutch railway stations and also at authorized travel agents abroad.

Then there are about 35 1-day cheap excursions from the main cities which generally include bus connections and entrance fees to special places. Most of them are only for the April-September season and the fares range from f 9 to f 33. The latest addition to the list of cut prices on the railways is a one-day ticket giving unlimited travel for a day at a cost of f 36 first class and f 24 second class.

Weekend returns are at the bargain price of the regular day return fare plus f 1, while evening returns for travel after 6:0 p.m. cost the single fare plus 0.25 cents.

A reduced rate return ticket in Holland is valid only on the day it is purchased, but you can have the unused return half refunded at the station of origin after having it stamped at the station of destination. Tickets are available at all railway stations.

**BY BUS.** In addition to its domestic bus network, Holland is also served by *American Express*, *Cooks*, *Lissone Lindeman*, and other travel agencies, offering a wide variety of sightseeing trips to all principal cities and points of interest, tours of the bulbfields in season, to the Kinderdijk windmills, etc.

**BY CYCLE.** With its flat terrain and hundreds of miles of special cycle paths, Holland is a cyclists' paradise. Moreover, it is easily the cheapest way of

holidaying. There is no town or village which is not accessible by cycle, and every mile or so there are ideal picnic places or small restaurants.

Although no documents are needed to bring a bicycle into Holland, the better plan is to rent one, which costs from f 3 per day or f 15 weekly. You can get one from most railway stations and many cycle stores. The *Holland Gateway* organization in Arnhem, already mentioned in this guide, has a rent-a-bike plan for both individuals and groups which caters for single day trips as well as specially-arranged 8-day tours. Most of these plans include reasonably cheap accommodation at inexpensive, medium or first-class hotels, ranging for full board and bedroom from f 30 to f 65 per day. Visitors under these plans receive free maps, route-cards, entrance ticket to a national park and a colored folder of the whole area. Most VVV offices can offer similar cycling holiday facilities.

Sample holidays of this type are; a 5-day trip through Drenthe Province at a price ranging from f 190 for semi-board and bed; a 6-day tour through Overijssel Province, with accommodation and food in comfortable country hotels for about f 172; 8-day group arrangements in Gelderland (including bus visits to Amsterdam, The Hague and Rotterdam) from f 487 to f 576 per person; and a weekend cycling tour in Limburg at f 109 to f 135 per person for full board, insurance and documentation. Prices are subject to increase.



**BY CAR.** Holland has one of the best road systems in Europe, which, together with the small size of the country, make it possible to penetrate even the most distant regions in a matter of hours. Four-lane divided highways

join Amsterdam with Leiden, The Hague, Rotterdam, and points south to the Belgian border. Even better are the east-west expressways that connect Amsterdam, The Hague, and Rotterdam with Utrecht, Arnhem, and the German border. An unpaved road is a curiosity, even in remote corners.

No frontier documents are required for any kind of trailer provided it displays clear signs of use or a valid registration certificate can be produced.

On the open highway there is no speed limit except where indicated. Within cities and other built-up areas the maximum speed is 50 km.p.h. (31 mph) unless you see a blue sign with white lettering that reads, "70 kilometer toegestaan," which authorizes a maximum of 43 mph.

Although bicyclists have special paths alongside but separate from major routes, these are by no means universal, and motorists must exercise care, especially at night, to avoid collisions with slow-moving traffic.

Streetcars (trams) have priority over all other traffic (except police, ambulances, the fire department, and the like), whether they come from the left or right and whether or not they cross a priority road. If there is no refuge or island for passengers getting off a streetcar, it may not be passed when stopped.

In general, traffic from your right has priority over you even if it is emerging from a narrow side street and you are proceeding along a broad boulevard. Many Dutch drivers will insist on this right of way, even if you have to stop suddenly. Certain major city streets are considered priority roads, in which case you'll see an orange-colored diamond-shaped sign with a white border posted every few hundred yards. Traffic on streets that enter such a priority road is warned by a white triangular-shaped sign with a red border that it must yield the right of way.

One slightly confusing traffic regulation is: when approaching a crossing in the middle of which is a traffic pylon or policeman, you pass *in front* and not round the back, if wishing to take the left-hand turn.

Main highways are patrolled by members of *Wegenwacht*, who are expert mechanics. They attend to the needs of foreign drivers although they make a charge for services to non-members of their organization.

Foreign visitors who only stay in Holland for a short time may garage their car in the special garage at Schiphol (Amsterdam) Airport, where the car and luggage are under constant supervision.

A valid driving license is required. Proof of third party insurance (green card) is no longer obligatory within the Common Market countries (which includes Holland), but until this becomes general practice, it is better to carry it with you, especially if you might be motoring through other lands in Europe. Every car must carry a standard luminous red triangle for use when stationary on main highways.

**Note:** Recent legislation in Holland aimed at reducing road accidents is very tough on drinking. Highway patrols are empowered to stop any driver and give him a breathalyzer test on the spot and if results show an alcohol content higher than the prescribed level, the driver is not allowed to continue the journey by car and must accept a roadside summons. If desired, a blood test will also be made at the nearest police station. Fines for excess alcohol are heavy, and serious cases result in a jail sentence. The permitted level is very low: more than two glasses of sherry, two beers or even a double Scotch can get you in trouble.

A word of advice: ignorance of the law is not an acceptable excuse. The traffic problem being what it is, driving and parking offenses are dealt with severely, although foreigners are usually treated courteously. Zebra crossings now offer the pedestrian right of way.

**FUEL.** Gasoline (petrol), or in Dutch *benzine*, is available everywhere in Holland, and all motorways and highways are well supplied with service stations, although these are gradually becoming of the self-service type. A liter of super-benzine costs 98¢ and normal grade 96¢, but this price could increase at any time.

Here is a ready calculator for your fuel supply if you are not used to the metric system:

Liters	Imp. Gallons	U.S. Gallons
1	0.22	0.26
5	1.10	1.32
10	2.20	2.64
25	5.50	6.60
40	8.80	10.56

**CAR HIRE AND PURCHASE.** Should you plan an extended trip, however, it may be as well to rent a car in Holland or to buy an English, German, Italian or French car under one of the advantageous export plans. If you wish, the make and model of your choice can be delivered anywhere you want in Holland (or the world, for that matter) from *ShipSide*, Deurloostraat 86, Amsterdam (which works in conjunction with KLM), while intercontinental passengers can make a last minute decision and selection right in their Schiphol Airport showroom. The Royal Dutch Automobile Club (known as the K.N.A.C., and affiliated to the A.A.A. and the R.A.C.) also offers a similar service to all tourists.

The *American Automobile Association*, 28 East 78th Street, New York, N.Y. 10021, is a fully authorized travel agency which can arrange any type of foreign tour you may wish, from package or excursion to individually escorted.



A complete service for all of Western Europe is offered by *Godfrey Davis Ltd.*, with offices in Rotterdam and Amsterdam and at both airports. Or you can make all arrangements before you leave through their office at 574 Fifth Avenue, New York, N.Y. 10036, and Davis Ho., Wilton Rd., London SW1.

For self-drive or chauffeur driven cars, *Avis* has offices at the airport and Keizersgracht 485; *Hertz* at the airport and Prinsengracht 737; and *DIKS* at Van Ostadestraat 278, all in Amsterdam.

**Roadmaps.** If you plan to tour Holland intensively, you may wish to buy the excellent maps published by either of the two Dutch motoring organizations, the K.N.A.C. or the A.N.W.B. The former puts out a clearly detailed map, compactly folded in a light blue plastic folder which is available to non-members for a small fee.

**ON THE ROAD.** If you get mixed up with kilometers, you can straighten yourself out by referring to this short table:

Kms.	Miles	Kms.	Miles
1	$\frac{5}{8}$	20	12 $\frac{1}{2}$
2	1 $\frac{1}{4}$	50	62 $\frac{1}{4}$
3	1 $\frac{3}{4}$	100	62 $\frac{1}{2}$
4	2 $\frac{1}{2}$	250	155 $\frac{1}{2}$
5	3 $\frac{1}{4}$	1,000	621 $\frac{1}{2}$
10	6 $\frac{1}{4}$	2,000	1,243

**Tire pressures.** These also might create a small problem, even though most Dutch service stations have measuring clocks giving lbs. and kgs. However, this short table will help:

Lbs. per sq. in.	Kgs. per sq. cm.	Lbs. per sq. in.	Kgs. per sq. cm.
20	1.406	26	1.828
22	1.547	28	1.969
24	1.687	30	2.109

**Automobile Clubs.** *Koninklijke Nederlandsche Automobiel Club* (KNAC), Sophialaan 4, and *Koninklijke Nederlandsche Toeristenbond* (ANWB), Wasenaarseweg 220 both in The Hague. The AA, RAC and AAA have port agents at Rotterdam, the AA and RAC additionally at Hook of Holland.



**TRIPS ON THE RHINE.** Apart from the delights of cruising by motor boat along the many waterways of Holland, a fine holiday interlude can be enjoyed by cruising through four countries along the Rhine from Rotterdam to Basel in Switzerland. Easily the best way to do this is by one of the several luxury vessels operated by the *KD German Line*. The upward journey to Basel normally takes five days and the downstream trip back to Rotterdam four days, with overnight stops at Düsseldorf, Coblenz, Mannheim and Strasbourg on the way to Basel, and at Speyer, Rüdesheim and Düsseldorf downstream. One of the vessels makes special streamlined cruises taking four and three days respectively. These one-class ships are remarkably comfortable and provide splendid service. Each has four decks, including a sun deck with heated pool, all cabins with shower and toilet, facing outside with large windows in place of portholes, air-conditioning, hairdresser, very comfortable lounges and



ship-to-shore telephone. Along the way there are optional excursions ashore to well-known riverside places. Outside of the main summer season these modern cruisers may be rented for two- or three-day trips for special groups or congresses, and they accommodate 216 passengers.

The Rotterdam office is at Groenedaal 49; the American general agent is the Rhine Cruise Agency, Suite 1208, 51 East 42nd Street, New York, N.Y. 10017, and the U.K. agent is Paul Mundy Ltd., 11 Quadrant Arcade, Regent St., London W1R 6 EJ.

*KD Line* have joined *Hilton* to offer a new "Europe Ad Lib" program which combines a Rhine cruise with hotel rooms at any of the 21 Hilton hotels in 11 European countries. You could finish up in Turkey!

Another very good program is that of the *Holland River Line* which uses three new vessels and a choice of over 100 sailings a year between Rotterdam and Strasbourg. First-class accommodation only, the vessels have picture-window cabins and lounges, a sun deck, four other decks, and accommodation for 200 passengers. It is also possible to organize a convention or seminar on board one of these ships based on your own sailing schedule, to any city on the Rhine or Moselle, or even one of the Dutch waterways. Fares range from f 600 to f 1,200.

The Dutch head office is at Wijnhaven 74, Rotterdam; in the U.S. c/o *Lisind International*, 5 World Trade Center, New York, N.Y. 10048; and its agent in Britain is *Thos. Cook & Son Ltd.*, 45 Berkeley St., London, W1A 1 EB.

You can also see Holland under full sail by traveling with Skipper Zwiers on his old-style Dutch cruiser the *Eersteling*. She takes 20 passengers and does one-day or several-day trips. Apply to *E. J. Ritchie Associates*, Parnassusweg 171, Amsterdam-Z.

## Leaving Holland



**CUSTOMS ON RETURNING HOME.** If you propose to take on your holiday any *foreignmade* articles, such as cameras, binoculars, expensive timepieces and the like, it is wise to put with your travel documents the receipt from the retailer or some other evidence that the item was bought in your home country. If you bought the article on a previous holiday abroad and have already paid duty on it, carry with you the receipt for this. Otherwise, on returning home, you may be charged duty (for British residents, VAT as well).

**Americans** who are out of the United States at least 48 hours and have claimed no exemption during the previous 30 days are entitled to bring in duty-free up to \$100 worth of articles for bona fide gifts or for their own personal use. The value of each item is determined by the price actually paid (so save your receipts). All items purchased must accompany the passenger on his return: it will therefore simplify matters at customs control if you can pack all purchases in one holdall. Every member of the family is entitled to this same exemption, regardless of age, and the allowance can be pooled.

Not more than 100 cigars may be imported duty-free per person, nor more than a gallon of wine or liquor (none at all if your passport indicates you are from a "dry" state or are under 21 years old). Only one bottle of perfume that is trademarked in the United States may be brought in, plus a reasonable quantity of other brands.

Do not bring home foreign meats, fruits, plants, soil, or other agricultural items when you return to the United States. To do so will delay you at the port of entry. It is illegal to bring in foreign agricultural items without per-

mission, because they can spread destructive plant or animal pests and diseases. For more information, read the pamphlet "Customs Hints", or write to: U.S. Department of Agriculture, Washington, D.C. 20250 for Program Aid No. 1083 "Travelers Tips".

However, wholesale growers and certain retail shops in Holland have special facilities for sending bulbs home to you or friends, as do some of the cheese farms.

Antiques are defined, for customs purposes, as articles manufactured over 100 years ago and are admitted duty-free. If there's any question of age, you may be asked to supply proof.

Small gifts may be mailed to friends (but not more than one package to one address). There should be a written notation on the package "Unsolicited Gift, value under \$10". Duty-free packages, however, cannot include perfumes, tobacco or liquor.

If your purchases exceed your exemption, list the items that are subject to the highest rates of duty under your exemption and pay duty on the items with the lowest rates. Any article you fail to declare cannot later be claimed under your exemption.

**Canadian residents,** in addition to personal effects, and over and above the standard exemption of \$150 per year, may bring in the following articles duty free: a maximum of 50 cigars, 200 cigarettes, 2 pounds of tobacco and 40 ounces of liquor, provided these are declared in writing to customs on arrival.

**British residents.** There is now a two-tier allowance for duty-free goods brought into the U.K., due to Britain's Common Market membership. *Note:* The Customs and Excise Board warn that it is not advisable to mix the two allowances.

If you return from an EEC country (Belgium, Denmark, France, W. Germany, Holland, Eire, Italy, Luxembourg) and goods were bought in one of those countries, duty-free allowances are: 200 cigarettes (or 100 cigarillos, or 50 cigars, or 300 g. tobacco); 1 liter of strong spirits (or 3 liters of other spirits or fortified wines), plus 3 liters of still table wine; 75g. perfume and .375 liter toilet water; gifts to the value of £50.

If you return from a country outside the EEC *or if the goods were bought in a duty-free shop on ship, plane or airport*, the allowances are less: 200 cigarettes (or 100 cigarillos, or 50 cigars or 250g. tobacco); 1 liter of strong spirits (or 2 liters of other spirits or fortified wines) plus 2 liters of still table wine; 50g. perfume or .25 liter toilet water; gifts to a value of £10.

**Dutch bulbs:** Do not try to take in any kind of Dutch bulbs, as these will only be taken from you on arrival back home by Customs. Call at any good florist in Holland, and arrange for bulbs (which will carry health certificates) to be sent by post at the best time, just before planting dates.



## THE DUTCH SCENE







## THE DUTCH WAY OF LIFE

### *Deftig and Gezellig*

by

DANIEL SCHORR

*(An outstanding former Moscow correspondent for CBS, Mr. Schorr also represented the Christian Science Monitor, the New York Times, and the London Daily Mail in Holland for many years. His reporting was of such high caliber that he was given the William the Silent award of a gold medal for writing the best article on the Netherlands. He is best known today for his network television reports on CBS News).*

What the Dutch are today results mainly from two influences—water and religion. Both have stamped themselves on the Netherlands landscape, where they stare you in the face in the form of dikes and churches, and on the personality of the Netherlandsers, where these two influences may not always be so apparent.

To understand the Netherlander you have to know that about half of his compact little country has been wrested from the sea and that he stands over it in ceaseless vigil to prevent its recon-

quest, maintaining dams against the flood and running pumps to empty out the water infiltrating from below. That is the meaning of the quaint dikes and windmills that mark the Dutch countryside. He is holding his country aloft to keep it from slipping back into the sea. No one has given the Hollander anything; he has worked hard for what he has and must go on working to keep it.

The sense that life is no frolic is reinforced by his Calvinist beliefs; or perhaps Calvinism was attractive to such a people. Once Holland was a great Protestant fortress in Western Europe. Today the Roman Catholics, who a century ago were a small minority in the south, number about 40 percent of the population and, thanks to a higher birth-rate, are increasing their numerical ratio. But it was a leading Catholic who said, "In Holland, the Catholics are Calvinistic, too!" Until recent years, Holland was a country of Sunday blue laws, although the Dutch are now operating more in harmony with modern liberality in these matters. But there are still two or three rural villages where you are in danger of assault if you try to take photos on the Sabbath.

A grim fight for economic survival and a grim religion have made the Hollander basically serious, relatively humorless, hard-working, law-abiding, helpful, and hospitable. They have given him a sense of order, an inclination towards communal organization, a devotion to tradition and written precedents, and a passion for cleanliness and neatness, although in the past very few years the "absolute freedom" idea has tended to turn Holland into a mecca for drop-outs creating a situation which the generally tolerant Dutch find hard to control effectively.

The water both unites and divides the land. The latticework of rivers and canals make every part of the Netherlands easily accessible; commerce and culture flowed freely through the country long before it was knitted together by railways and highways. Yet, paradoxically, the same water has created isolation, separating the north from the south, the islands from the mainland, one village from another. Because of this a day's drive will take you through many different collections of dialects and accents, customs and costumes. The dark, hard-bitten Protestant farmers of the island of Walcheren have little in common with the more jovial, Catholic farmers of Brabant just over the causeway. The people of Amsterdam have a different accent from those of Haarlem. a quarter-hour away by train.

The water has had other effects. The North Sea, gateway to the great currents of international trade, has brought to the west wealth, urbanity, denser population. The south and east are more

agricultural, more insular, more tradition-bound. The Netherlands is many regions; the sea, the rivers, and the canals help to account for the differences.

It seems no mere coincidence that religious lines roughly follow water lines. One speaks of "above" or "below" the Moerdijk to denote the regions north and south of the great estuary, but also to signify the Protestant and Catholic parts of the country, though the religious line has been growing more fuzzy in recent years.

Perhaps even more than the water, religion both unites and divides the Dutch. Nowhere else in Europe is there such a compartmentalization of society into denominational groups. Schools, hospitals, and similar benevolent organizations are administered by Roman Catholic or various Protestant confessions with state subsidies. A bare handful of newspapers are independent, the rest identifying themselves with Catholic, Protestant, or Socialist ideologies.

This factionalization penetrates every aspect of life. A Catholic house painter, for example, might typically be educated at a parochial school, join a Catholic sports club, meet his Catholic wife at a denominational young peoples' dance, read a Catholic newspaper, subscribe to a Catholic weekly magazine, listen to the Catholic radio station, vote for the Catholic party candidates, trade at Catholic stores, spend his holidays on Catholic-sponsored excursions, have his appendix removed in a Catholic hospital, and end his days in a Catholic old peoples' home on a Catholic-managed old-age pension, all without ever knowing his Protestant neighbor, whose life might follow a similarly limited pattern. Indeed, Protestants distinguish themselves from Catholics by wearing their wedding ring on the third finger of their right hand instead of on the left. The distinction can be misleading, however, because a gold band often doubles as an engagement ring, in which case Protestants wear it on their *left* hands and Catholics on the *right*. Fortunately for the future of Holland, this pattern is beginning to change, especially in the larger urban centers to which the more ambitious and liberal youth of the countryside escape.

### The Dutchman's Profile

In talking of the Dutch way of life, the aspects that the visitor does not immediately see have been purposely stressed. This background may help in an understanding of the Dutch personality, customs, and manners that will be discussed later.

With the big reservation that there is much diversity even in this little country, this is what the Dutchman is like:

He is first and foremost a family man. Your Frenchman and your Italian may make his *café* or *bistro* the center of his social life. Not your Netherlander. He stays at home, in the bosom of his family—and an ample bosom it is, because the Hollander is still inclined to take literally the Biblical admonition to be fruitful and multiply. It is no wonder that the jam-packed people must plow the bottom of the sea in their frantic effort to avoid bursting out of their country.

The Dutchman rises early, goes to work mainly by car or public transport. He used to take along sandwiches in a briefcase but nowadays more likely than not he buys his lunch in the canteen or a snackbar. He goes home for an early dinner (6 p.m. is not considered too early). And then he stays home. He pores over his evening newspaper, which has been delivered. (Evening papers are more popular than morning editions because the Dutchman does not believe in skimming through the headlines.) He may look at television, listen to the radio, play chess, practice a musical instrument. Or he may just sit. However, this life-style is changing with the under-35s who prefer livelier diversion, and know how to provide it.

Because home is the center of his life, a great deal of time and expense go into it, especially those parts that are open to public view. The living room must be ample and comfortable. More often than not it is over-furnished and over-endowed with knick-knacks. Particularly in cities, it will likely be the front room of a private house, its broad windows offering the nocturnal passerby an unobstructed view of family and guests, the most notable exception to the Dutch insistence on privacy. To draw the curtains would suggest that something illicit was intended . . . and would deprive the neighbors of the opportunity to admire and envy the new television set, the oil painting on the wall, the tableau of tourist gewgaws from holidays in Italy and Spain.

Competing with the home as a source of material satisfaction the automobile parked in front of the house now broadens the average Dutchman's leisure-hour horizons. Although parking is difficult and distances are short enough to warrant greater use of public transport (especially in such a densely-populated country), the Netherlander makes greater use of his car than any other European. With one car to every four inhabitants—not counting at least half as many mopeds and bicycles as there are people—

even the excellent network of motor highways, seen in 32.5 kilometers of roads per square kilometer compared with 17.8 in West Germany and 15.8 in Belgium, cannot carry peak time and holiday traffic without creating long queues. At busy weekends even the six-lane motorways often have three-mile files of waiting cars.

Almost every house has flowers—a cheerful garden, be it only a two-by-four plot, or pots and vases full of tastefully arranged blossoms. For here is where the Hollander fools you. He may seem formidably stiff and unromantic, but the love of flowers is a national characteristic. In the spring he will travel for hours to see the tulip and hyacinth fields in bloom, and he will return home laden with garlands and bouquets. Perhaps his love for flowers is a compensation for the drabness of his climate and the flatness of his land.

He will perplex you in other ways too. Without being very articulate about it, he is likely to enjoy music and to adore painting. It isn't for nothing that many provincial towns have their own symphony orchestra and almost every village at least one brass band and a choral society; it is no accident that museums are crowded, even in winter when the tourists are gone.

He is also a sun-worshipper, which can be understood in a country where there is precious little sun to worship. He builds big windows to let in whatever sunlight there is, and if Sunday happens to be bright, he and his wife rush off to the beach or to the field to thrust their faces to the sun. Almost every second Netherlander seems to be able to go to Italy, Spain or France for his holiday in the ceaseless quest for sunlight. More and more of the Dutch, too, now go winter-sporting to Austria or Switzerland to benefit from the mountain suns of January through March. A decade ago, the Hollander talked of sun with a kind of starved ardor; today he revels in being able to follow the sun on a grand scale.

### • Orderliness of Manners

If you visit Holland, you are likely to meet Hollanders (though some resourceful British and American travelers have managed to avoid this, to a great extent, by staying at tourist hotels and then speeding through the countryside). He has his own manners and values, and it might be helpful to know something about them to avoid misunderstandings. It should be added, however, that you need not be too nervous about mistakes because the average Netherlander is supremely tolerant, not given to touchiness and



has had sufficient contact with foreigners to make allowance for whatever quaint mannerisms he may not understand. His hospitality towards foreigners and willingness to make allowance for their transgressions are so great, particularly in western Holland, that some resident foreigners who have learned to speak Dutch make a practice of sticking to English to get the benefit of the preferential treatment reserved for strangers.

Social intercourse in the Netherlands is marked by fixed forms, literalness, and time-saving efficiency, and rests on the principle that everyone is a member of the same community. When a Hollander walks into a train compartment, barbershop, or even wash-room, he says "Good morning" or "Good afternoon" to all present, and the rest are expected to reply. In a business or social gathering he will introduce himself individually to everyone else, which is accomplished by a lightning handshake while barking out his surname. Unless he is accustomed to foreigners, he will be surprised by your greeting of "Hello!" or "How do you do?" Indeed, the latter form of greeting may bewilder him and he will either stare blankly at you, or proceed, in some confusion, to tell you how he does feel while being astonished at your interest. The Dutch form of self-introduction is actually remarkably efficient and a boon to the harried hostess who does not remember the names of all her guests. If you, in the Anglo-American manner, enter a social gathering without introducing yourself personally to each Hollander present, he may be upset by your casualness.

The Hollander is punctual in his appointments and expects you will be the same way. If you are tardy, remember to make profuse apologies or he may feel slighted. Promptness in a Netherlander is not a superficial thing; it springs from his sense of orderliness and from his feeling that it is an impermissible imposition to waste the time of others. There is a growing tendency to more casualness and less strict punctuality, but the Hollander is still more than likely to bring a bouquet of flowers, especially if it is his first visit to your home.

Because the Hollander tends to be literal, you must avoid saying casual things that you do not exactly mean. If you say, "Drop in some time when you are in the neighborhood" as a rhetorical remark, he may, to your surprise, visit you. If you say, "I'll get in touch with you in a few weeks," he fully expects you to do it. He, on the other hand, means precisely what he says and you can usually depend on it.

In first meetings, the Dutchman is reserved to the point of seeming brusque. This is not because he is cold or hostile, but

because he regards over-friendliness as an imposition on you. The Hollander has a strong sense of personal privacy, which he maintains in spite of constant elbow-rubbing in this crowded country, and he also respects your privacy. He will warm up considerably after subsequent meetings if you encourage him to do so. However, do not expect vivacity of him. The flowery word with the light touch is not a Dutch characteristic. In sum, the Hollander, in his everyday contacts, is stiff, but dependable; reserved, but friendly; unimaginative, but intelligent and intellectually curious.

His life is ruled by rigid laws of etiquette, which you should try to understand, even if you do not observe them. A shop attendant will concentrate on one customer until he is ready to leave the shop, and will then see him to the door. This is vexing if you happen to be in a hurry and are waiting for attention, but it's no use trying to rush things. The other customer will look at you indignantly, and the attendant will get nervous.

### Decorum and Coziness

Set forms of politeness run through every activity in which persons come in contact and, more than in most countries, formality is an accepted standard of all classes and groups. This is the country where breakfast will be served by a waiter in white tie and tails in a restaurant that you would consider second class at home. *Dank u wel* (Thank you) and *Als 't U blieft* (If you please) constantly interlard conversation. "Yes" and "no" are rarely spoken without being followed by "sir" or "madam." In Holland, these are not empty forms, but living courtesies among a people with tremendous respect for other human beings. There are set stereotypes for addressing letters. For example, a letter to you would probably be addressed, "*Weledelgeboren Heer Smith*" (the "very nobly born Mr. Smith"). Don't let it go to your head! If you were, say, a member of a baron's family, you would be addressed as "The highly well born . . ." Every rank in society has its form of address.

The "Dutch treat" really exists. If you eat or drink with him, you are fully expected to pay your share—calculated down to the last cent—unless he has decided in advance that you are his guest. He will leave no doubt about the situation. If he says, "May I invite you?" or "Will you be my guest?" you know where you stand. A suggestion to "Join me for lunch" or "Let's have dinner together!" usually means Dutch treat. If the Hollander does pay for you, normally you are expected to reciprocate at the first convenient opportunity. All of this does not apply if you, as a

foreigner, are a guest in his house. Home hospitality to a visitor can have no counterpart, and none is expected. But you will cause delight if you send a plant or bouquet next day. Incidentally, in Holland a gift of flowers in no way betokens courtship. You can safely send them to anyone as a gesture of thanks or congratulation.

You can learn a great deal about a nation from its language. There are two commonly-used words in Dutch with so much connotation that they cannot be accurately translated. One is *deftig*, a concept that includes the qualities of dignity, respectability, decorum, and propriety. The other is *gezellig*, which embodies the ideas of coziness, comfort, and pleasure. Both are values highly cherished by the Dutch. You must see a septuagenarian granddame, managing to remain stately while astride a bicycle, to realize the *deftigheid* that is Holland. The word has, unfortunately, fallen into disrepute among the young and the libertines, and has taken on the connotation of stuffiness and sham. But the yearning for respectability is dying hard.

For all their Calvinism, the Dutch love earthly pleasures, and the gold seal of approval for a comfortable living room, an animated party, a pleasant chat over beer or a *borrel* (a nip of Dutch gin) at a sidewalk café is the word *gezellig*. The Hollander has fulfilled his primary aim in life if he manages to exude *deftigheid* while reveling in a *gezellige* evening. If these sound like bourgeois values, it is no wonder. The Dutch are essentially a bourgeois nation.

But the Dutch language also betrays the sentimentality beneath the *deftig* exterior in the profuse use of diminutives. In his doll's house of a country, it is not surprisingly that to make something small is also to invest it with affection. The Hollander's darling son Piet is called *Pietje*. And his beloved five o'clock nip of gin is a *borreltje*.

Another thing that betrays the sentimentality concealed behind a stolid exterior is his calendar of birthdays and other anniversaries, which he often hangs in his bathroom. This may seem to you an odd place to hide such a calendar, but you must remember that the Hollander does not wear his heart on his sleeve. Birthdays are really celebrated—usually by keeping open house from 10 in the morning until late at night. And woe betide the relative or friend who fails to put in an appearance bearing a bunch of flowers or a small present. Even small occasions, such as the anniversary of the office-boy or a secretary joining the office, have to be celebrated with cream cakes all round.

Until the late 1960's you would have had trouble comprehending the Dutchman's attitude towards women, which was simultaneously progressive and conservative, considerate and negligent. He had given his woman the vote, educated her more than women-folk in most countries, and dressed her well. But he would frequently ignore her in company, let her trail behind while walking down the street and would sometimes act as though he was not aware of her presence. But this has all changed now. Dutch women have been demanding full recognition in all spheres, including the home, and in most cases have been given it. Particularly has the younger generation been shouting for "freedom", and it is no unusual thing to see a laughing procession of young women, including wives, carrying banners which proclaim that "a woman is boss of her own body" and will "no longer be pushed around or ignored". They mean it, too. Even the teenage girls, who a few years ago were sternly kept in check by strict parents, now generally share with their mothers a liberated approach to life.

### A Feeling for Organization

Dutch society is characterized by a high degree of organization. The density of the population makes this both necessary and possible. Almost everything the housewife needs is delivered to her door—not just milk and newspapers, but soap, meat, groceries, vegetables, fruit, bread. If she lives above the ground floor, she may have a pulley-operated basket with which she sends down her order and pulls up the supplies. The housewife's morning is a succession of interruptions by the doorbell, many occasioned by pedlars who take advantage of her vulnerability. This system of home delivery is possible because almost all Hollanders live in closely settled areas. However, high wages, shortage of labor, and tall apartment buildings have combined to severely limit this personal service, a trend probably assisted by the competitive supermarkets and shopping centers springing up in residential areas.

The Dutch love to organize themselves, and they form societies for almost every conceivable purpose. On Sundays you will see hiking societies marching out, in serried ranks, for their self-regimented weekend pastime. There are religious, political, philanthropic, and social associations of every sort. Trade groups, chambers of commerce and research bodies multiply. Along with the associations go "plans." There are plans to drain what is left of the Zuider Zee, to industrialize marginal farm areas, to improve towns, and to raise the mortgage on the local tennis club.

The system of government is a constitutional monarchy, at

whose pinnacle stands the throne, now occupied by Queen Juliana, a modern, well-educated, and democratic woman who treats her function as a vocation rather than a divine right. In the rambling, white country mansion at Soestdijk, near Baarn, she lives with her husband, Prince Bernhard. There is very little protocol. All the children attended a progressive school where they mixed with the other children and were shown no special favors. The eldest, Beatrix, spent four years as an ordinary student at Leiden University; in March 1966 she married Claus van Amsberg, a German diplomat, and has three sons. The second, Irene, married Prince Hugo Carlos of Bourbon-Parma and has two sons and one daughter. The third, Margriet, studied at Leyden University, married Pieter van Vollenhoven, a commoner, and has three sons. The youngest, Christina, who herself changed her name from Marijke, married a Cuban exile working as a teacher in the States in 1975. Although royal, this family epitomizes the middle-class virtues which have made the Dutch respected throughout the world, while at home they have the sincere support of most of the Dutch people.

Dutch politics are ordinarily as placid as the people themselves and are seldom discussed. This does not mean that the average citizen has no interest in his government. Quite the contrary. At the same time that he deplores bureaucratic waste and inefficiency, he may secretly envy his neighbor who has a "safe" job as a governmental civil servant or in the highly organized municipal administration that keeps track of his every change of address and every family detail. At the same time that he complains about endless red tape and stifling regulations, he may be urging a local ordinance to prevent "unfair" competition in his particular business by prohibiting his competitors from keeping open after 6 p.m.

On the national scene, there has been a quiet trend away from parties organized along denominational lines, a situation that has in the past led to uneasy coalitions between the Catholics and Socialists in opposition to various liberal, conservative, and Protestant groups. Increasingly there seems to be a tendency towards separating economic from religious issues. So intertwined are church and state, however, and so strong is the conviction that the moral approach to problems is the only correct one that this movement continues to be very slow.

### The New Dutch Economy

Similarly, the Dutch economy has been relatively stable during the postwar years. Reconstruction, and an emphasis on rapid in-



dustrialization, have kept employment and production at consistently high levels. Wage pressure on prices has caused a steady inflation that both fascinates and frightens the Dutch. When both wage and price controls were completely abandoned by the government in 1971, the specter of inflation loomed even closer, with the result that factories either closed down or dismissed many workers, companies hesitated to keep up their level of investments, and profits dropped alarmingly in spite of increased turnovers. Of course, the wage hikes encouraged more spending, although the Dutch are too careful to let their prosperity develop into a spending orgy. In fact, savings deposits continue to rise appreciably, with about 80 % of the population having savings accounts.

At the beginning of 1973, employers and trade unions sought to hammer out new wage agreements based on a small "real" rise supplemented by compensatory extras for higher prices, taxes and rents. Although no such agreement was actually reached, the government stepped in early in 1974 to control wage and price increases. It ordered a nominal wage rise to everyone as a token of goodwill along with a small cost of living supplement to be paid in instalments and based on increased household prices. In effect, this gave no increase in "real wages", but was accepted by the trade unions and workers. The fact remains that in the past ten years the average Dutch wage has increased nearly fourfold, keeping pace more or less with the increase in the cost of living.

There are other hopeful indications that the rise in living standards will be genuine rather than apparent. Although the average Dutchman, according to his own admission, is supposed to want to "sit in the front row for a penny," progress towards more efficient methods of distribution has been slower than this glib characterization would seem to suggest. Actually, the Dutch are conservative enough to distrust the notion that ten pounds of sugar should be cheaper than one pound. There must be something *wrong* with it if it costs less. Still, food chainstores are growing at the expense of high-cost neighborhood shops and fierce competition, while lowering company profits, at least benefits the average householder.



## SNAPSHOTS OF THE DUTCH

### *A Few Benign Observations*

by

GEORGE MIKES

*(Author of How To Be An Alien, How To Scrape Skies, Wisdom For Others, and The Land of Milk and Honey, George Mikes is, of course, the merciless humorist who specializes in poking friendly fun at peoples and places. Herewith his contribution towards misunderstanding the Dutch.)*

It is the Dutch who invented private life. It is the Dutch who discovered the family, the individual, and the private house. Before learned historians and sociologists take exception to these sweeping and dogmatic statements, let me try to explain.

When Mark Twain visited Europe a good many years ago, he saw hundreds of Old Masters in Italy—I repeat: in Italy—and reflected upon these celebrated pictures as follows:

"I have seen 13,000 St. Jeromes, 22,000 St. Marks, 16,000 St. Matthews, and 60,000 St. Sebastians, together with four millions of assorted monks undesignated, and I feel encouraged to believe that when I have seen some more of these various pictures and had a larger experience I shall begin to take a more absorbing interest in them."

Mark Twain's remarks may reflect a certain lack of understanding and appreciation of institutional beauty and even some degree of ignorance. But Mark Twain dared to look upon things with the fresh eyes and witty mind of a young American. He was utterly uninfected by the disease of intellectual snobbishness and basically he was not entirely wrong.

Thus we must remember the painters of the Low Countries who realized the fact that the 17th-century variations of our present-day Mr. Smiths, Mr. Browns and Mr. Johnsons were just as worthy subjects for the artist's brush as were the St. Marks, St. Matthews, St. Jeromes, St. Sebastians, and the rest. It was these painters who dared to paint simple subjects for the little, though usually extremely well-off, men. It was the painters of the Dutch School who first came to the conclusion that the minimum acceptable size for a picture was not 30 by 25 feet. Frescos and paintings executed to the order of the Church and intended to be displayed in cathedrals must be large; but it took the Dutch masters to realise that the private dwellings of the well-to-do bourgeoisie were also suitable places for their works.

And it was the Dutch who first thought of building dwellings where these pictures might suitably be hung. Until then architecture meant the building of churches, cathedrals, royal and ducal palaces, or—in the best case— huge municipal buildings. It was the Dutch who were not ashamed to start building pretty, charming, and often beautiful houses—just for ordinary people to live in. That a private house might or should be tasteful and lovely was just as revolutionary an idea in the 17th century as it is to many people today.

In Holland you find the spirit of the 17th century very much alive. In earlier times the private individual under the rank of Baron or General or Ambassador did not count, just as a building under the rank of Cathedral or Raadhuis (Town Hall) did not count either. Today the individual again does not count, unless he is organized in vociferous or at least articulate groups, parties, movements, trade unions, and clubs. Today, in fact, the individual has even slighter chances than in feudal times. A person then could, after all, although it was not easy, become a baron, a gen-

eral, or an ambassador; today only a few individuals can become mass movements. And that is one of the reasons why you should enjoy breathing the air of the 17th century, in the streets of Dutch cities and villages.

### The Homey Outlook

To me—and many others—the main charm of Holland is to be found in the streets. There is no other country in the world—except Italy and the Flemish part of Belgium—where such long rows of artistic and charming houses delight the eye. But the architectural beauty of the houses is only one side of the general delightful impression. The spirit of the streets is the other.

A street in America is a public thoroughfare for taxis, automobiles, trucks, and people who move from one place to the other. A street in England is a "bad thing" something admittedly and unfortunately indispensable. The English fortify their houses against the streets. Whenever an Englishman succeeds in transforming his house into a prison, he is satisfied, and believes that his house is his castle. The English believe that homes are sacred—inhabited by nice, decent, delightful people, while the street belongs to the vulgar mob. The vulgar mob, by the way, is of course made up of the same nice, decent, and delightful people who live in the sacred homes. The English segregate their houses from the street as much as they can; the Dutch, on the other hand, link their houses with the streets. The Englishman's main concern is that no one should be able to look into his home from the street; the Dutchman's main concern is that he should be able to see from his home as much of the street as possible. For the Dutchman the street is not hostile, strange, and vulgar; it is simply that part of his home which is used in common by himself and his neighbors.

In a Dutch street I always enjoy the pleasant and homelike atmosphere. If I want privacy I sit down in the main square of one of the largest cities of Holland.

I love Holland because she is not a "good-time-country" in the generally accepted sense of the word. Scenery—if it is required at all—must consist of wild rocks, vast green forests on the mountainsides, or blue seas and blazing sunshine. Life in Holland flows in a minor key and scenic beauties—in the above mentioned sense—are hardly to be found anywhere.

I must admit, however, that as my general impressions were formed some years ago, I must now modify them. In modern

Holland the young demand noise, bizarre dress and everything that can be called "pop". Privacy is fast disappearing, and the advent of huge blocks of flats is breaking the link of the street with the everyday Dutchman.

### Bourgeois Virtues Rampant

Some *pâtisseries* entice you all over the world with their luxurious products while others advertise "homemade cakes". Holland is a "homemade" country. It is a homemade country in the primary sense of the word, too. The Dutch—the most pious and least cynical of all peoples—will tell you that God created the world but they created Holland. This is quite true. The country's surface is flat, with an average height of 37 feet above sea level. But about one half of the country's territory is below sea level and had to be reclaimed from the sea and must be protected by dikes—the total length of them is 1,500 miles. Holland is not quite twice as big as Vermont but the dikes, if placed in a straight line, would reach from New York to beyond Chicago.

Holland is the country of bourgeois virtues. The Dutch are reasonably well off but not rich and certainly not new rich. Their cafés and restaurants do not sparkle with neon advertisements; indeed, they are somewhat somber but always comfortable. Their food is not beautiful to look at, not made for the eye and not "piquant"—but tasty and good to eat, which seems to me not an utterly unimportant consideration about food. Some of their coins are among the smallest in the world but their currency is one of the soundest in Europe. They love coffee and drink it on all occasions and on the slightest provocation and their coffee is unusually good. They invented private life, as I have already stated, and the preservation of herring by salt, as I am stating now, but they are not proud of either invention. There is some sadness underlying their gaiety. I have seen—to mention one kind of people—many waiters in many countries. In one country, the waiter is a trade union member who does his duty sullenly and dumps your food in front of you with the impersonal air of a man mining coal; in another country the waiter serves you with a twinkle in his eyes as though a good meal were a naughty thing and you two were accomplices; in a third he will pat you on the back as if you had played ball together at the age of six; in a fourth country you are served with hostility, in the fifth with servility and in the sixth with a natural mixture of servility and hostility. The Dutch waiter is a serious but somewhat tired priest



of a not too important order. He does his work with amiable human dignity. His duty is to administer food; yours to consume it. When I last visited Holland, there was considerable controversy in the catering trade over tips. Tips were henceforth to be included in the bills, and many waiters resented this new order. But nine waiters out of ten pointed out to me that the bill included service. Lately, even the image of the Dutch waiter is changing; because of the worsening labor situation the majority of the staff who looks after you in hotels and restaurants isn't Dutch at all.

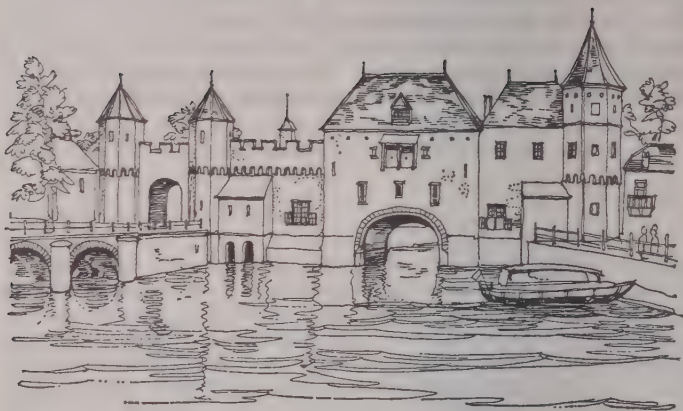
### Romantic With a Purpose

The Dutch are a sensible, honest people. They unite a longing for the romantic with a good business sense. In some villages—at Volendam, in particular—the population is well aware of the commercial advantage in wearing their famous and ancient and very colorful folk costumes. They do so good-humoredly and with stolid dignity. Everybody knows of the tulip mania of the Dutch but few people know that tulips came to Holland from Asia Minor via Constantinople and Germany, at the end of the 16th century. Many other people love flowers; but it was only the Dutch who used to speculate in tulip bulbs, just as others speculate in shares. In the middle of the 17th century a single *Semper Augustus* bulb was sold for 13,000 guilders, an even vaster sum then than it is today. Later the slump in tulip bulbs caused an economic disaster, similar to the New York crash of 1929. The Amsterdam diamond merchants, too, unite a somber and uninspiring appearance with real wealth. Similarly, in matters of business, the Dutch are cautious and shrewd. They are eager to seize any advantage and they are tough bargainers. But once a contract is signed, you need not worry any more; indeed, you need not look at the contract at all. They will fulfill it with scrupulous honesty.

### A Treaty With Peace

Finally, I think the whole countryside of the Netherlands reflects the Dutch character. It lacks the commonplace scenic beauties; it is flat; it is often dull. In Utrecht and Breda I remembered the peace treaties of 1648 and 1667 and I thought how eminently suitable it was to conclude peace treaties in these two places. They were built for peace treaties. You cannot possibly conclude lasting peace in Versailles. Breda and Utrecht are the places for enduring treaties. And yet, if Holland lacks the ex-

pected everyday kind of sights, she abounds in unusual and surprising beauties. The dikes and canals, the peaceful and charming gates, the enchanting waterways, the admirable wrought-iron fountains, her museums, her dignified, solemn people on bicycles, the long rows of narrow, graceful, and gabled houses give her a special and unparalleled beauty. And much more than beauty; a unique character. Holland is a country with a personality.



## HOLLAND, PAST AND PRESENT

### *The Netherlands' Distinctive History*

There has been something special about the Dutch since the dawn of history. There had to be. Who else would have chosen to live in a vast swamp by the edge of a steadily encroaching sea? Who else would have had the courage and the hardihood to eke out a precarious existence on the fringe of Europe where land merged into water and fog crept in with the tide?

A kind of glacial afterthought, much of Holland is uninhabitable, or ought to be. For more than 2,000 years the Dutch have refused to admit this fact, however, and their stubborn perseverance has made farmland out of lake bottoms, forests out of bogs, and a marvelously green and fertile nation where once there was little more than a tidal marsh. While conquering the land, they learned enough about geography, art, finance, and self-government to inspire the rest of the world in almost every department of knowledge.

Little is known about the origins of the earliest tribes that set-

tled in this unpromising region. They are assumed to have been Germanic, though of different stocks and customs. The inhospitable nature of the country and the incredible hardships imposed by wind and water caused them to be regarded with superstitious awe by their more fortunate kinsmen to the east.

Especially in the northwestern province of Friesland, the tribes constructed great mounds or *terpen* of earth as a protection against the periodic inundations. They built their homes and farm-houses on top of these artificial hills, which are still characteristic sights of the Frisian landscape, especially in the region between Harlingen and Leeuwarden. Many of the mounds have been excavated and have yielded such a profusion of Roman pottery as to indicate a thriving trade with the south.

The Romans were relative latecomers, however, first invading the northern lowlands in 12 B.C. Even earlier settlers left behind huge graves constructed of ponderous stones brought down from Norway by the glaciers of the Ice Age. These megalithic *hunebedden* are scattered throughout eastern Holland along the present border with Germany. The greatest concentrations are in the province of Drenthe (or Drente), especially around Emmen and Borger.

Trade rather than conquest seems to have been the primary motive of the Roman penetration. They levied a tax on cowhides, which the Frisians exchanged for bowls and implements manufactured in workshops in Italy and France. Despite more than three centuries of occupation, the Romans left behind few traces other than a number of Latin words that were so thoroughly assimilated into the language that modern Dutchmen are scarcely aware of their origin.

After 300 A.D. the Roman power began to crumble along the northern edges of the empire in the face of Germanic migrations to the west. The Franks were chief among those who invaded Holland, but they never succeeded in conquering the hardy Frisians. King Chlodowech (Clovis) of the Franks was converted to Christianity in 496, but the Frisians continued pagan for another two centuries, partly because they identified the new religion with the hostile Frankish tribes.

Willibrord, a missionary from Northumbria who better understood the Frisian temperament, succeeded where others had failed, although King Radbod of the Frisians restored the pagan gods briefly in 714. With one foot in the baptismal font, so the legend runs, he asked a number of awkward questions about the state of grace of his ancestors. When informed that they would

spend eternity in hell, Radbod withdrew his foot and vowed that he would, too. Once the obstreperous king was laid to rest, however, Willibrord continued his efforts, and the Frisians have been Christian ever since.

The Saxons, who had settled east of the IJssel River, were even harder to convince. Ultimately Charlemagne imposed virtue upon them at sword's point. Scarcely was this nominal unity established than Charlemagne died, and some 30 years later his grandsons divided their heritage. Charles ruled in the west—the France of today—while Louis fell heir to the east—roughly Germany. Lothair was to have the rest—Italy and a long, narrow middle kingdom stretching across Europe to the North Sea. Before long this synthetic northern limb had been amputated from the Italian body with the result that most of present-day Holland passed into German hands, whereas much of what is now Belgium fell under the control of the western or French kingdom.

### Life in the Middle Ages

Dynastic details were of little concern to the half-civilized peoples who struggled to wrestle a living from the land while holding off the sea. Assuming they didn't starve or drown, the medieval Dutch were likely to be robbed, enslaved, or murdered during Viking raids that would materialize out of the morning mist, lay waste a village, and as suddenly disappear. Because of the abundant tidal estuaries and inland waterways, hardly any community was safe from these fierce Norwegians and Danes who later had the audacity to besiege Paris itself.

Defense of the most vulnerable areas was entrusted to counts who built castles near the most important river mouths. (The one at Muiden, about 7 miles east of Amsterdam on the IJsselmeer, dates from the 13th century and has been made into a delightful museum.) Other strongholds were erected inland at critical points. Seeking the security of a well-garrisoned fortress, traders and craftsmen would settle nearby. Gradually towns grew up with a merchant core whose wealth created a new, dominant class that looked to the counts for protection against the petty quarrels of the lower feudal orders. During the 14th century the military function of the towns was overshadowed by the manufacturing and trading that were soon to make the Low Countries the most prosperous corner of Europe.

Apart from the Frisians, who never acknowledged a hereditary ruler, the Netherlands during the late Middle Ages was a composite of regions owing allegiance to the Duke of Brabant, the







Bishop of Utrecht, the Count of Holland (a province whose capital was at The Hague), and similar rulers. Except for the Count of Flanders (present-day Bruges, Ghent, and Ypres in Belgium) who owed allegiance to the king of France, these lords were vassals of the German emperor. Although these ties were more personal than political, they had much to do with the later involvements of the nation-to-be in the wars and dynastic struggles of France, Germany, and England.

### The Burgundian Ascendancy

The first phase of this contest for control of the mouths of the Rhine, Maas (or Meuse), and Scheldt was the northern advance of Burgundian power, beginning in 1384 when Philip the Bold, Duke of Burgundy, succeeded his father-in-law as Count of Flanders. His grandson, Philip the Good, acquired Brabant and Limburg by bequest, and in 1433 added Holland, Hainault and Zeeland by cession.

When Philip the Good called together delegates from all the low countries in 1465, he startled them by introducing a tax measure. Previously, taxes had been requested from the various states individually, which he now proposed to regard as a collective entity. His son, Duke Charles, acquired Gelderland and Zutphen by bequest, and continued the centralizing tendency by establishing a mercenary standing army in place of local militia. He also set up a court that began reviewing and revising decisions of the provincial tribunals. Within the provinces, the duke was represented by stadtholders whose councils were dominated by learned jurists, many of whom were burghers rather than aristocrats.

When Charles fell at Nancy (1477) while fighting the Swiss, the States-General was quick to reassert its independence by forcing his daughter, Duchess Mary, to sign what was termed the Great Privilege, a document that abolished the army and the central court and modified the provincial councils. Her son, Philip the Fair (1478-1506), disregarded these concessions obtained under duress. Nevertheless, they formed the nucleus of democratic protest against arbitrary rule, a thorn in the side of absolutism that festered into open rebellion before the end of the 16th century.

### Spain and the Protestant Revolt

Shortly after Columbus returned from his first voyage to America, Philip married Joanna, daughter of Ferdinand of Aragon and Isabella of Castile. In 1500 at Ghent in present-day Belgium,

Joanna presented Philip with a son, Charles, who became King of Spain through his mother, Duke of Burgundy (and the Low Countries) through his father, and Charles V, Emperor of the Holy Roman Empire upon the death of his paternal grandfather, Maximilian. To these vast holdings, Charles added Friesland, thus bringing together under one sovereign what later became the Republic of the Seven United Netherlands.

Charles, a sensible and enlightened ruler, continued the centralizing policies of his Burgundian predecessors. Seeking to integrate all the Low Countries under a single allegiance, he forced Francis I of France to relinquish his fiefs of Flanders and Artois. Although the Low Countries were technically a part of the empire, in 1548 he induced the Diet of Augsburg to free them from direct imperial jurisdiction. From this moment on, the region that today comprises Belgium, Luxembourg, and the Netherlands was potentially a single state.

Centrifugal tendencies were also at work, however. First was the question of language. Charles maintained his court at Ghent, Brussels, or Mechelen in the south, never at The Hague, Amsterdam, or Utrecht. French speech and manners prevailed over Dutch, and the stadtholders whom Charles sent north had little in common with the blunt and often outspoken burghers they were supposed to rule. The French tongue became so identified with foreign rule that only the genius of Voltaire and Rousseau could restore its respectability 200 years later.

Religious controversy was even more divisive. The individualism of the Dutch made them particularly critical of clerical abuses at a time when many church offices were held by secular appointees whose scandalous behavior shocked the pious and dismayed the poor. As early as 1375, Geert Groote, who had studied in Paris, dedicated himself to a life of strict discipline and humility. At Deventer he gathered a group that came to be known as the Brethren of the Common Life. The movement prospered throughout the Low Countries and parts of Germany, bringing about a religious revival that in turn led to reform of the monasteries. Much of the *Imitatio Christi* of Thomas à Kempis, a monk who lived near Zwolle in the province of Gelderland, is believed to have been inspired by writings of Geert Groote and his brethren.

Erasmus, born at Rotterdam about 1466, received his early training from brethren, a circumstance that was reflected in his disdain for the subtleties of dogma with which Martin Luther justified his indictment of the church. When Pope Leo X condemned Luther as a heretic in 1520, Erasmus was not entirely



displeased, because he saw in Luther the seeds of fratricidal conflict.

Charles V was a moderate in religious matters, too. Indeed, he was probably in sympathy with Erasmus' ideal of reforming the church from within, having had the opportunity of discussing such matters with the great humanist in person. However, when a papal delegate appeared at Antwerp to seek Charles' support against Luther, the young king seized the chance to obtain the pope's aid against France, and, moved by political considerations, signed an edict ordering the destruction of Luther's writings throughout the empire. The first burning of books took place at Louvain that same year; the first inquisitor was appointed in 1522.

### William the Silent, Father of the Netherlands

Towards the end of 1556, a moving event took place at Brussels that culminated in the emergence of the Netherlands as an independent state. Charles V, leaning on the shoulders of German-born William, Prince of Orange, addressed the assembled delegates from all the Low Countries with an eloquence that left much of his audience in tears. The time had come, he told them, to relinquish the burdens of empire in favor of his son, Philip II, whom he recommended to their loyalty and devotion. Tears ceased to flow, however, when Philip began to speak. Not only did he use Spanish, being unable to converse in Dutch or French, but there was a certain rigidity about his outlook that suggested an ever greater void between his subjects and their new ruler. Four years later, in fact, Philip left the Low Countries, never to return.

His nemesis was the same William whose sturdy shoulder had supported the aging Charles at Brussels. One of five sons of the Count of Nassau-Dillenburg, William inherited extensive estates in the Netherlands as well as the principality of Orange in southern France at the age of 11. Raised a Lutheran by his mother, William was allowed to take possession of his estates only on condition that he become a Roman Catholic, live in the Netherlands, and take part in the Burgundian court at Brussels. This was done, and the young prince soon became a favorite of the emperor. He also kept his ears open and his mouth discreetly shut, a characteristic that earned him the Dutch sobriquet of Willem de Zwijger, more aptly translated as William the Taciturn than the usual William the Silent.

During William's youth, Calvinistic teachings had taken firm root among those whose fathers and grandfathers were inspired by the Brethren of the Common Life. So extensive had this heresy



become that one of Philip's parting instructions to William was to arrest a number of prominent citizens in the provinces of Holland and Zeeland and bring them before the inquisition. William attempted to do so, but only after secretly warning the victims in advance. Thousands more followed their example and fled the country. Then, in 1566, exasperated mobs pillaged churches and monasteries. Philip responded by sending the Duke of Alva to restore order and William, having professed Protestantism, departed for Germany to raise an army in defense of his adopted country.

At first the Spanish duke prevailed, beating down all resistance and defeating two of William's attempts to invade from Germany. Soon his brutal methods united the Low Countries in despair, however, and city after city renounced its allegiance to Spain during 1572 and 1573. Haarlem, Naarden, and Zutphen were among the many towns that were crushed and sacked. Alkmaar and Leiden withstood prolonged sieges, Catholics and Protestants joining hands to resist the hated Alva, who was presently recalled.

The struggle continued, however, and gradually became anti-Catholic as well as anti-Spanish, especially after the massacre of the Protestant Huguenots in France. Struck down by an assassin at Delft in 1584, William was succeeded by his son Maurice, only five years after the Union of Utrecht had established a nation of seven provinces. First Henry III of France was offered the crown, then Queen Elizabeth of England, but both refused. In 1585 Robert Dudley, Earl of Leicester, arrived at the head of an English force to assist the Dutch and was appointed a quasi-regent. His mission was a military and political failure, and when he returned to England in disgrace in 1587, the States-General emerged as the governing body of the reluctant republic. A revitalized army under Prince Maurice cleared the infant nation of Spanish troops before the end of the century.

When Philip II closed Portuguese ports to Netherlands ships, the Dutch sailed to Java to obtain directly the spices that formerly had come via Lisbon. A few years later in 1602, the East India Company was chartered. In due course it was followed by the West India Company, which took a leading part in settling Nieuw Amsterdam, later New York City.

In 1609 a twelve-year truce was signed with Spain. Taking advantage of the toleration granted Protestant refugees, various groups of English separatists settled in Holland. A congregation at Leiden, fearing that the end of the truce in 1621 would result in new conflicts with Spain, sailed from Delfshaven in what is

today Rotterdam aboard the *Speedwell*. Transferring to the *Mayflower* when their own ship proved unseaworthy, they reached the coast of New England late in 1620 and founded a colony at Plymouth.

### Holland's Golden Age

Holland's independence was not fully recognized until the Treaty of Westphalia in 1648, at which time the vigorous young republic found itself embroiled with England over commercial rivalry at sea and with France over the southern provinces (today Belgium) that were still a part of Spain. There were domestic troubles as well, dominated by a painful struggle to build a unified nation out of seven jealously independent provinces. England was brought to her knees in 1667 when a Dutch fleet under De Ruyter blockaded the Thames with 80 ships and caused a panic in London. A year later, Britain, Holland, and Sweden were allies in an attempt to forestall Louis XIV of France from occupying all of the Spanish Netherlands. Hardly was the ink dry on this Triple Alliance than England under Charles II was again conspiring with the French against the Dutch.

Imperiled from every side, the States-General rejected the policies of Cornelis and Johann de Witt, allowed them to be slaughtered by a mob at The Hague, and appointed 21-year-old William III commander in chief of the army and navy. Miraculously, he succeeded in beating down these threats, assisted by the former arch-enemy, Spain, and by Protestant sentiment in England that forced Charles II to conclude peace long enough to marry Mary, daughter of the Duke of York, to the redoubtable William. In 1689, James II having been chased into French exile, William was crowned king of England, which he ruled in conjunction with Mary until his death in 1702.

These confused events, culminating in the Treaty of Utrecht in 1713, tend to obscure the golden age that flowered magnificently in the 17th-century, only to fade gracefully during the 18th. Despite a population of only a million in 1600, the Dutch were the most prosperous and solvent people of Europe. Herring fishing, the East and West India companies, whaling, and a vast fleet of merchant ships brought abundant profits from abroad. The hard work of skilled craftsmen, many of them religious refugees from other countries, made Holland foremost in every branch of industry: weaving, pottery, rope-making, sugar refining, diamond-cutting, paper manufacturing, and printing—not a hand was idle.

Nor did the arts lag far behind. Each province was proud of its

university, that of Leiden setting the standard for the rest. Latin was still the language of instruction; thus students of every nationality were able to take part in the revival of learning that developed such men as Hugo Grotius, the founder of the study of international law; Christiaan Huygens, the physicist; Anton van Leeuwenhoek, the first to study microscopic organisms; Spinoza, the philosopher; and many others. Dutch explorers gave their names to corners of the earth as remote as Spitsbergen and Staten Island, Tasmania and Cape Horn. Among painters were such men as Rembrandt, Vermeer, Carel Fabritius, Frans Hals, Jan Steen, and Hobbema.

This great burst of creative activity exhausted itself by the end of the century, which saw the beginning of an era of decadence. Though France was a constant danger to the state politically, the speaking of French, the aping of French manners, the imitation of French fashions replaced the boundless energy and vitality of the 17th century. Continued frictions with England led to wars that left Holland substantially stripped of her colonies, a state of affairs that inspired early recognition of the United States of America, the lionization of John Paul Jones, and three substantial loans to the struggling young republic. When the States-General voted to accept John Adams as the new nation's envoy, he wrote home that "the American cause has gained a signal triumph in this country."

In Holland there was a popular reaction against the House of Orange, inspired by the Declaration of Independence and the revolutionary writings of Montesquieu and Rousseau. Prussian intervention was necessary to bolster the vacillating policies of William V, who fled to England in 1795 when Dutch patriots swept into Amsterdam with the backing of revolutionary France. The new Batavian Republic was short-lived, however. In 1806 it was forced to accept Louis Bonaparte as king, whom Napoleon removed four years later after a British force had landed in Zeeland.

When the House of Orange was restored in 1815, the son of William V stepped ashore at Scheveningen as William I, who styled himself as "sovereign prince" not only of the seven provinces but of the southern Low Countries that had passed from Spain to Austria. His autocratic if well-intentioned policies soon antagonized the more populous, predominantly Catholic south. An appeal to the Great Powers to intervene in the ensuing revolt had the unexpected result of British support for a separate Belgian kingdom under Prince Leopold, son-in-law of King George

IV. A Dutch army under William's son, the Prince of Orange, invaded Belgium and defeated Leopold in a lightning, 10-day campaign, but in vain. The new kingdom was restored and guaranteed by the Great Powers in a settlement that William I refused to recognize until 1839. A year later he abdicated.

William II (1840-49) and William III (1849-90) saw the personal rule of the monarch further abbreviated by the growing tide of liberal sentiment. Parliamentary government gradually took form as political parties came to the fore. Queen Wilhelmina was only 10 when William III died, so her mother, Queen Emma, served as regent until her 18th birthday in 1898. During World War I Holland succeeded in remaining neutral. Invasion of the Netherlands in May 1940 led to quick defeat and the devastation of Rotterdam. Five years later, almost to the day, the country was liberated after terrible hardships that included forced labor and starvation. In 1948 Wilhelmina abdicated after 50 years of rule in favor of her daughter, who became Queen Juliana. Married to Prince Bernhard, she has four daughters, the eldest of whom, Princess Beatrix, will someday succeed her in turn.

Reduced to a nation now numbering about 14,000,000 and shorn of her former Indonesian colonies, Holland is preoccupied today with the problems of providing a living for her rapidly expanding population. The reclamation of land proceeds apace—the fourth of the Zuiderzee polders was pumped dry by 1968, and work on the fifth is well in hand—and a large number of the surplus population are encouraged to emigrate to Australia, Canada and the United States. Having explored the far corners of the earth, advanced the cause of liberty at home and abroad, and amazed mankind with their artistic and industrial accomplishments, the proud citizens of the Netherlands are content to point out that "God made the world, but the Dutch made the Netherlands."

### Surprisingly Modern Holland

However, much as the Dutch themselves believe in, and are proud of, their past, the fact must be faced that few nations have changed so much in the past quarter of a century as the people of the Netherlands. It is a change, moreover, to be seen in every way: in the social field, in politics, and in the individual behavior of the Dutch people.

Freedom of thought and action has always been an essential of the Dutch character, but in the past decade this idea has been transformed into an astonishing change in Dutch life. In few

countries has the permissive life been so expanded as in Holland, and today radio and television put on programs which for frankness would be hard to beat anywhere. Many examples can be given, but one good illustration is the way in which the Netherlands Ballet Company—once noted for its conservatism—now puts on several items entirely in the nude, with the performers actually dancing right among the audience. Other instances which show that this “liberty” is not limited are the occasions when local councilmen have smoked the mixture of their choice in public session, detailed TV and radio programs on abortion, and the legal entity given to homosexual organizations. In religion too, the Dutch are influenced by a tradition of orthodox conservatism and some of the most searching, progressive thinking on the subject in centuries. Questions about these things are occasionally asked in parliament, and on a few occasions the government has given a hesitant admonition.

So it is not surprising that young people in Holland want—and are allowed—to do almost anything they like. In the late ‘sixties, Amsterdam became the hippie mecca of Europe and for a time the municipal authorities looked on benignly while the youngsters literally took over one of the largest and nicest parks in the very heart of the city and turned it into a free-for-all sleep-in and love-in haven. That era, together with the excesses of the flower children, is over now and the municipality has given permission for a portion of the park to be used as an open-air hostel under unobtrusive supervision. In a few cases, the much-loved Dutch idea of freedom is still regrettably abused, but on the whole there is little to complain of and Amsterdam remains a favorite city with the young, of all ages.

In other ways, too, Dutch youth have emancipated themselves more thoroughly than young people of most other European lands. They were among the first to adopt bizarre dress and quaint tonsorial styles. They flock to pop-festivals, spend an enormous amount on discs made by countless international pop groups with odd names, and feel it a duty to protest against something every week. More than most, they are a dedicated, educated lot, concerned and committed to the “family of man”. Dutch supremacy in international soccer and superstar Johan Cruyff have done much to alter the traditionally staid Dutch image, and winning events like the European Song Festival in 1975 also helps spread the Dutch message abroad.

Equally revolutionary has been the change in the political sector. The traditional political image of the Netherlands as a stable democracy whose four ideological groups function well by keeping



at a constant equidistance like the sails of a windmill has in recent years been replaced by the novel one of unlimited multiplicity. Yet probably the Netherlands has been more successful than other parliamentary democracies in utilizing the creativity of its rebellious minority, and has brought about both political and social change without bloodshed or even barricades.

At the root of the change is the fact that the Dutch have come to believe that every political tendency, no matter how small, should be reflected with full accuracy in parliament. Thus it was that in the last General Election in 1973 no fewer than 21 parties put up candidates out of the 123 political parties registered on the Parliamentary list. The system of proportional representation keeps individual candidates mainly out of the picture, yet the election results made 14 different parties successful, ranging from 52 seats out of 150 for the Socialists and two for the Farmers' Party.

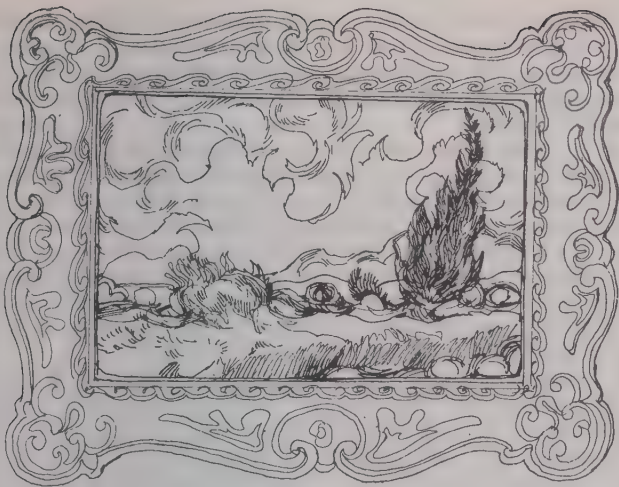
This, of course, meant that once again a coalition cabinet was the only way the country could be governed, but even then five of the political parties had to agree on a program, and an allotment of ministerial portfolios, before a cabinet could be formed. This agreement took more than five months to be reached, so that the country was run by a so-called caretaker government which, of course, did as little as possible in introducing new legislation or taking important decisions. Even when the wrangling finally ended the country had a government which bears little relation to the election result, which in turn means that in effect the electorate has practically no voice in the matter of who is to run the country. Nevertheless, an unbroken series of coalition cabinets in the past 30 years has produced stable administrations, a virtually non-contentious foreign policy, and an economic progress which is the envy of many of Holland's neighbors.

The government in 1975, at press time, is expected to last out its full term of office, that is until 1977. It is a mix of five parties, with a Socialist Prime Minister and six Socialists holding portfolios. It put forward a very democratic program, but one that has been tempered by the four non-Socialist cabinet members and so prevented from leaning too far to the left.

Perhaps the most striking commentary on modern Holland is the way in which every sector of the population believes in demanding that its voice be heard. Among the 21 parties contesting the last national election were such a mixed bag as the Party of the Ordinary Man, three different Old People's Parties, the Party of Duped Citizens, the Positive Social Democrats, the Family

Stam Party, The Dynamic Conservatives, the Freedom-for-All-Women Party, the Unmarried Mothers' Party, Anti-Housing shortage Party, and the New Roman Party. Even the Homosexuals Party registered itself, but at the last moment decided not to put up any male or female candidates.

There have been signs that this fragmentation of political opinion may not last. Efforts were, in fact, made before the election for consolidation into five or six strong parties which would ensure a one-party cabinet and a powerful opposition although those plans did not materialize at that time. In 1974, however, a mild merger of the main religious parties put up a good show in the provincial elections, with the result that political leaders are optimistic about a larger and more representative grouping being formed before the next national elections. But so ingrained is the Dutch characteristic of individual freedom of choice and opinion that not many people feel that workable combinations can be formed.



## DUTCH ARTS AND LETTERS

### *Prodigious Accomplishments*

by

ISRAEL SHENKER

*(The author is an American journalist who has made Europe his home for many years. Among other assignments, he has covered the Benelux and other countries as correspondent for Time Magazine.)*

Dutch art speaks with many voices, and is sometimes blithely silent—as though smugly aware that tradition, in the long haul, will overtake the periods that turn out daubs and make do. To find a beginning to the tradition (traditions would hit it off just as well), one could go back just as far as one felt like and begin to make out one's plausible case. One could begin with the Roman's brief hegemony over the land that was to become the Netherlands. Next might come the relics, in the southeast of this territory, of Byzantine influence, when the Middle Ages were young

and unlabeled. One could do worse than say that before the 14th century there was no Dutch art. Instead, there were a number of foreign influences working away at the fashioning of a native art. There were Germanic elements, and, in the 14th century, came French elements.

Claus Sluter, who was born in Haarlem about the middle of the 14th century, was the most important sculptor of his time. But at an early age he moved to Dijon, in France; to work for the dukes of Burgundy, so when his Dutch talent developed, it was outside Holland. At Dijon he fashioned great tombs testifying to the grandeur of the dead nobility. He has been called the first of the modern sculptors, and his realism, his plastic expressionism, and his individual treatment of figures influenced the art of sculpture in Europe until the end of the 15th century.

The greatest painters at this time, when the dukes of Burgundy ruled the lands that were one day to become known as Holland and Belgium, were undoubtedly Hubert and Jan van Eyck. Born at Maaseik, near Maastricht, in the second half of the 14th century, the two brothers did not represent a sudden and unexpected upsurge of painting. Although they are regarded as the founders of the Flemish School, their work, heralding the beginning of the Renaissance in the north, was the result of a long and integrated line of capable artists, but their genius eclipsed their precursors. Hubert's life is an almost complete mystery. Jan, his junior by 19 years, was first employed by John of Bavaria, and was then engaged by Burgundy's Duke Philip the Good. He worked in Bruges, mightily developing the art of portraiture. As a favorite of the Duke he also went on a pilgrimage and several secret missions. In 1428 he accompanied an Embassy to Portugal where he painted two portraits of the Infanta Isabella as well as taking part in negotiations on behalf of Philip, who was suing for her hand.

The style developed by his Flemish School, so finely represented in its early stages by Albert van Ouwater (1400-1480) and his pupil Geerten tot Sint Jans (1465-1493), has become known as "primitive". As in the south, the northern quattrocento looked back into its own past, and used what it found there to produce new ideals. In Italy the model was antiquity. In the Netherlands, where an energetic bourgeoisie looked out toward a wider world, the Gothic style lent its ancient idiom to the new art. This is why northern Gothic seems to have lasted for so long. But the outer shell was animated by a new and vigorous force.

## From Bosch to Hals

Hieronymus Bosch painted his devilishness and nightmare visions at the end of the 15th and beginning of the 16th centuries, developing the talent that marked him as a surrealist before the word existed. His best works are in Lisbon and Madrid. Cornelis Engelbrechtsz (1468-1533) founded the Leiden School of painting. One of his many pupils was Lucas van Leyden, the leading figure of the artistic transition from the Gothic to the Renaissance during the early years of the 16th century. Where Engelbrechtsz seemed limited by formal conceptions, Lucas van Leyden inclined towards the freer Italian style. His great portraits did much to forward the trend towards secularizing art. When he died in 1533, aged 37, he was ranked with Dürer and Marc Antonio Raimondo as one of the greatest etchers of his time. Half a century after Bosch, Pieter Brueghel the Elder (1529-1569), who lived during the tumultuous times of the Spanish wars, brought a deep understanding of the tragedy of destruction, poverty, and illness to his robust and realistic canvases. The 16th century as a whole witnessed the development of Holland's great portraiture; at the same time came a wholesale, religious-inspired destruction of much of the great Catholic art which had been building up through the generations. In the 17th century, the peculiarly Dutch tradition of group portraiture was gradually evolving. Civil groups and professional societies were soon having large group portraits of themselves painted. The century saw the quick growth of a number of tendencies: there were artists who grew great at the art of suggesting rather than laying bare on canvas. The Dutch were witnessing the full bloom of the work which earned their artists the title of "painters of the bourgeoisie." Comparatively little of Dutch art before the 17th century—except portraits—has survived. The inspiration of Calvin had led to the destruction of stained-glass windows, church statues, and canvases.

Frans Hals (1580-1666) has been called the first modern painter. He succeeded in transfixing on canvas the outward appearance of the bourgeois. A fantastically adept and naturally gifted man, he could turn out a portrait in an hour. He delighted in capturing the emotions of a moment—a smile or a grimace—in an early manifestation of the same impressionist preferences that were to capture art in the 19th century. He spent most of his life in Haarlem (where much of his work can be seen in the authentic 17th-century building of the Frans Hals Museum), and he has perhaps justly been called the founder of the Dutch School—a term encompassing the supreme art that flourished for a century.



## Rembrandt and the Stirring 17th Century

Rembrandt van Rijn, born a quarter century after Hals, was the greatest of the Dutch School—therefore, perhaps, the greatest Dutch artist of all time. Born in Leiden, the fifth child of a miller, he grew rich from painting and tuition paid by his pupils; for a while his wealth was such that he became a noted collector of art. Into his first works he painted a heap of over-ornamentation, but then, as the years went by, he dug deeper and deeper into the essence of his subjects and portrayed the incessant metaphysical struggle for inner beauty and reason. When his whole material world crashed about him, though he was blackmailed and ruined, he unaccountably continued to turn out art that grew greater and greater. His marvelously skilled use of light and shadow is a text and source of wonder for living artists. A master of landscapes, still-lives, and biblical scenes as well as portraiture, his greatness as a painter has tended to eclipse his glory as an etcher and draftsman. In the graphic arts he was the last of the universal men of the Renaissance. His most imposing work, the *Night Watch*, can be seen at Amsterdam's Rijksmuseum. Some of his finest self-portraits hang in the Mauritshuis at The Hague.

Holland's political golden era came during the second half of the 17th century, and though the art of the day is pale compared to Rembrandt's, it is none the less great. With only one million people in the Netherlands, there was nevertheless a superabundance of great masters. Jan van Goyen began fashioning the neglected art of landscape painting (which previous artists had usually been interested in merely as background). So, then, did Albert Cuyp and Jacob van Ruysdael. Jan Vermeer (1632-1675) was born in Delft and died in Delft, and for all any historian knows never left the town. There are about forty paintings ascribed to him. Vermeer brought genre art to its peak; in small canvases of a sometimes overwhelming realism, he painted the soft calm and everyday sameness of scenes from middle class life, with the subjects caught and held fast in the net of their normal surroundings. His *View of Delft* is considered the greatest of all Dutch town portraits. In 1945 Vermeer achieved front-page notoriety. An accomplished and well-known Dutch artist, Han van Meegeren, was accused of collaborating with the enemy for having sold a Vermeer to Germany's Hermann Goering. Hereupon Van Meegeren confessed that this, as well as several other paintings which he had sold to museums and private collectors, some as early as 1937, were, in actual fact, nothing but "original" works which he himself had painted in the great master's style. Many of

the world's leading art experts who, before Van Meegeren's confession, had examined the forgeries and pronounced them genuine, vigorously refuted his claim. Van Meegeren died in 1947 while serving a one year jail sentence for forgery.

Pieter de Hoogh (1629-1685) painted pictures that have been called architectural; i.e., the people seem to have been introduced to heighten interest in the buildings and only after the buildings have been painted in. Jan Steen, who was born in Leiden in 1626, painted occasionally great, sometimes biting or humorously satiric canvases, full of human bustle and animation. He was the painter *par excellence* of the Dutch shopkeeper and his family—the lower middle class. He had trouble finding a market for his art; when he died he is supposed to have had on hand 500 unsold canvases. Gerard Terborch (1617-1681) developed a mastery at painting textile texture, and served up a series of thoughtful “conversation pieces,” posing his subjects talking. He also developed a tremendous skill at miniature-scale, full-length portraits. The son of a tax-collector, he appears to have done a good deal of traveling and to have painted only in his spare time.

At the end of the 17th century a decline set in that was characterized mainly by a lack of vigor and individuality and a pre-occupation with color and gaudy ornamentation. In the 18th century interest was directed more towards the decorative arts, such as painted panels, ceilings and wallpaper, and the exterior ornamentation of the home.

### Dutch Modern Art

Around the middle of the 19th century a new trend became noticeable, the best known interpreter thereof being J. B. Jongkind. This rebirth of Dutch art, the The Hague School, as it became known, with painters like Joseph Israels and Jacob Maris, coincided with the French Impressionists. A representative collection of its work (as well as of the Barbizon School) can be seen in The Hague at the Mesdag Museum, housed in the former home of H. W. Mesdag (1831-1915), who also painted the interesting Mesdag Panorama.

But Holland now honors him with a wide-ranging selection of his

Vincent van Gogh (1853-1890), an individualist, the servant of no school, but the unwitting master of many a painter, left Holland to bring his private revolution in art to southern France. works in many museums, most notably Amsterdam's new Van Gogh Museum and the Kröller-Müller Museum near Otterlo.

Towards the end of the 19th century Breitner and Isaac Israels

founded the Amsterdam Impressionists, followed during the early years of the present century by Jan Toorop and Johan Thorn Prikker, representing the Art Nouveau movement. The Bergen School (called after the resort town of Bergen near Alkmaar), led for a time by the Frenchman Le-Fauconnier, who lived in Holland during World War I, carried on the renewed tradition of vigor and individuality. Hendrik Chabot painted rough-looking peasant figures which closely resemble the work of today's Flemish master, Constant Permeke. Other painters belonging to this school are Kees van Dongen, Jan Sluyters, Leo Gestel, and Piet Mondriaan, whose work during this early period clearly indicate the beginning of Dutch Fauvism. *De Stijl* (Style), a movement that took its name from the magazine published by an *avant garde* post-World War I group, blew simplicity into the cluttered structure of art (and architecture), notably with the work of Piet Mondriaan, Theo van Doesburg, and Bart van der Leek. Van Doesburg and Mondriaan drew canvases made up of rectangles of white and primary colors separated by thick or thin black lines. The period between the two world wars was dominated by two trends, the expressionism of painters like Charley Toorop, Hendrik Chabot, and Charles Eyck, and a form of neo-realism represented by Raoul Hynckes and A. C. Willink.

After World War II the New European School was represented in Holland by the Informal Group. Amongst the best known modern Dutch painters are Kees van Dongen, Jaap Wagemaker, Willem de Kooning, Sierk Schröder, Karel Appel, Carel Willink, Gerrit Benner, Co Westerik, Bram van der Velde, Corneille, G. Veenhuizen, and Jan van Heel. In more recent years, a small group of painters and sculptors established *Fugare* in The Hague, a movement whose main purpose is to counterbalance the lack of aim or form they feel is apparent in too much of the work of the younger generation of artists.

In the field of graphic art Holland has a long and rich tradition. The most strikingly original among recent graphic artists was Maurits Escher who died in the early 1970s.

### Stained Glass and Sculpture

During the 16th century Holland produced some outstandingly fine stained glass, of which only a small amount survived the Reformation. The best examples, made by the brothers Dirck and Wouter Crabeth, can be seen in the Church of St. Jan in Gouda. Although the following centuries saw a large production of attractive work, and the art is still practised fairly extensively today,

it never again achieved the same standard of greatness.

Except for Rombout Verhulst (1624-1698), the Dutch have had no sculptor since Claus Sluter they could call of a truly great international character. During this 20th century, however, there has been a tentative resurgence of attempts at creative sculpture, but the current work is hardly inspired. Henry Moore, Zadkine, Arp and Marini have exerted a profound influence. Among the most successful contemporary sculptors are Professor V. P. S. Esser, Wessel Couzijn, Hildo Krop, Mari Andriessen, Lottie van der Gaag, and the Japanese-born Tajiri.

### Great Art Museums

Among the abundance of public and private art collections in the Netherlands, the two greatest are Amsterdam's Rijksmuseum and The Hague's Mauritshuis. The former, if not quite in the same class as the Louvre or the Prado, still must be ranked among the top dozen in Europe. It is strongest in the Dutch masters of the 16th and 17th centuries, of course, but is by no means limited to them or even to painting alone. Its collection of prints and etchings is possibly the finest in the world.

The small and intimate Mauritshuis in The Hague fills the visitor with unabashed delight. This gracious 17th-century patrician home houses a collection that boasts only first-class work. Numerically small enough to be seen in an hour, its quality is great enough to warrant a lifetime of study.

After these two rank the Stedelijk Museum at Amsterdam and the Gemeente Museum at The Hague, both emphasizing 19th and 20th-century Dutch Art. The former is especially noteworthy for its extensive modern collection, the latter for Dutch painting since the 17th century. Rotterdam's Museum Boymans-van Beuningen is housed in a delightful modern building, and its collection of paintings is well worth a visit.

A very valuable addition in 1973 was the opening of the new Van Gogh Museum adjacent to the Stedelijk Museum in Amsterdam. This contains one of the world's richest collections of works of art of one period, in the form of paintings, drawings and letters by Vincent van Gogh placed on permanent loan to the Netherlands State. The artist's full collection of prints and many sketches form part of the treasure, which comprises altogether about 200 paintings and 400 drawings by Van Gogh as well as works by his contemporaries like Gauguin, Bernard and Monticelli. In addition to being a unique exhibition, it also serves as a research center, with a library and extensive archives, available

to specialists and students.

Among other specialized museums are Haarlem's Frans Hals collection, the Mesdag Museum at The Hague (late 19th-century art), and the Van Gogh works at the Kröller-Müller Museum near Otterlo (north of Arnhem) in central Holland.

Collections, or part-collections, are sometimes loaned to other museums at home or abroad so, if there are certain exhibits you particularly want to see, remember to check beforehand or you may be disappointed.

### Progressive Architecture

The same Romanesque influences as can be detected in art are seen in the architecture of some of the older towns, especially in the southern provinces. The Church of St. Pieter in Utrecht is the best example of Romanesque architecture in the Netherlands. During the Gothic period, when other nations were building gigantic cathedrals, Holland built smaller ones. The marshy ground makes great and heavy building impractical, which accounts for the striking fact that most of the churches have wooden, instead of stone, vaults.

The Renaissance, when it came to Dutch architecture, was fairly conservative, but only by comparison with the effects it brought in other countries. The baroque, in Dutch architecture, was never to be given free rein. Instead there was developed a form of classicism, the best examples of which are the Maurits-huis and the façade of the Houses of Parliament facing the Vijverberg in The Hague, and the Royal Palace in Amsterdam.

For a long time, Dutch architects were content to imitate foreign styles, recreating them in "neo" forms. But there was always that prime necessity to think in terms of the given elements: the marshy ground, the available building materials. Whole towns were built on piles sunk into the swampland. The Royal Palace in Amsterdam, for example, built during the first half of the 17th century, is supported by some 3,600 piles.

One of the most delightful sights on Holland's architectural scene are the *hofjes*, or almshouses. These miniature residences are usually grouped around a central courtyard, and many of them can be visited.

The great Dutch architectural innovator, Hendrik Petrus Berlage (1856-1934), had already broken with the current architecture-for-art's sake, substituting for it a rationalist style. Gradually the functionalists supplanted the traditionalists. The Amsterdam School brought the expressionist influence. The cubist tendencies



introduced by *Stijl* had a profound influence on architecture, advocating as it did a simplicity and economy of structure, and in doing away with excessive ornamentation. Thousands of buildings (and especially schools) bear the earmarks of the functionalists' concepts. Although in the past building had been based on brick construction, during this century more and more concrete faced with granite, marble, sandstone and so forth is used. The Dutch were the first ever to use glass blocks (of a translucent material) as structural elements. In buildings everywhere, more and more thought was given to bringing sunlight into the home. Windows grew broader and broader, and now the great expanse of glass in homes and offices is one of the most superficially striking features of the cityscape. World War II, sadly enough, proved a tremendous stimulant to that same architecture, for with wide destruction came the need for extensive rebuilding: in the Netherlands, urban planning is a major profession. Today's Dutch architecture is characterized by a sense of order and conciseness. Color is another striking feature—everywhere patently visible, if not always underdone. In the large towns and cities there are few tall buildings, and in the Dutch context a 10-story building may be counted a skyscraper, although blocks of flats with 20 or more floors are now being erected. Although there is not much artistic scope in these big buildings, modern Dutch architecture is succeeding in getting considerable variety and attractiveness in its design for both industrial buildings and the new housing accommodation. The towns spread wide within the landscape, and the major cities of Amsterdam, The Hague, Rotterdam and Dordrecht are, today, separated only by short stretches of open fields. Within a decade, however, they are expected to have been merged, absorbing the little towns and villages inbetween, to form one long city along the coast which will be known as *Randstad Holland*.

### Arts and Crafts

In the decorative arts, as in the fine arts, Holland's artisans and craftsmen first borrowed and copied heavily from foreign teachers. Dutch pottery, for example, was strongly influenced by Spanish and Italian decoration and form. In the beginning of the 17th century Holland evolved a national pottery of its own—the famed blue and white Delftware—though this was, indeed, inspired by Chinese porcelain. The greatest potters were soon centered in Delft, which now produces the well-known Delft blue.

However, a new generation of artist-potters has appeared, started by Christiaan J. Lanooy, continued by Lambertus Nienhuis,

and greatly fostered by the well-known Delftware makers, De Porceleyne Fles. A great deal of talent emerged from that firm's experimental studio and some lovely ceramics are now being made by artists who have abandoned both tradition and ostentation.

In the manufacture of glassware, foreign sources again provided initial impetus, followed once more by a gradual shift to greater austerity, which finally fashioned itself into a Dutch style. The best current Dutch crystal comes from Leerdam, and the finest of the Leerdam products are usually the simplest, the most regular, the most blankly austere in design.

Tiles—a third, well-known product of Dutch artisanry—were best made in and about Rotterdam. At first the tiles were used in Dutch floors, but then they moved up from foot level till whole walls were tile-covered.

### Holland's Literature

Dutch literature is one of the anomalies of the country's culture. Since authors, as a rule, write in their native language, Dutch authors are doomed to a limited readership that can be expanded only through translation. There has always been a shortage of skilled translators for Dutch literature; there has probably also always been a snobbery about reading, say, novels in translation. The Dutch themselves, subjected to a schooltime regime that includes heavy, compulsory doses of French, English, and German, take pride in reading foreign literature in the original language. Perhaps the greatest influences on Dutch literature have come from outside Holland's borders—from the foreign authors whose works Dutch authors came to know so well.

The Dutch mystic, Thomas à Kempis, who wrote *Imitation of Christ*, died in a monastery near Zwolle in 1471. Desiderius Erasmus (1467—1536), sometimes called the "Dutch Voltaire," sometimes known as "The Prince of the Humanists," was born in Rotterdam. Grotius, who lived in the 16th and 17th centuries, wrote the first great texts on international law, especially those concerning the conduct of war. The philosopher Descartes, though a Frenchman, lived in Holland for twenty years, extolling the cool climate, claiming it helped him think more clearly.

Baruch Spinoza (1632-1677), one of the philosophy greats of all time, was born in Holland of Portuguese parents who had fled the Inquisition in their home country. He was educated in Holland, lived by working as a grinder of lenses, and developed a pantheistic philosophy that scandalized the Jewish community's

theological leaders. Spinoza's first great work—*Tractatus Theologico-Politicus*—published anonymously, pleaded for religious freedom and higher (i.e., scientific) criticism of the Bible.

Perhaps as a reaction to strait-laced morality and narrow-mindedness, Dutch literature is at its greatest in the lyric form. The very strictness of moral injunction has been cast in a soaring form of lyric expression. The greatest Dutch poet was Joost van den Vondel (1587-1679). Vondel wrote classic, often baroque, Alexandrine verse tragedies in five acts, treating subjects of occasional great remoteness and loftiness. Thirteen of his tragedies had Biblical subjects. He was the son of a couple from Antwerp who took refuge from the Inquisition in Cologne, then moved to Amsterdam. From the age of ten, Vondel lived there; for a time he was accountant at the municipal pawn shop. Partly because of poetry's translation difficulties, Vondel is hardly known outside Holland.

The Dutch statesman and poet Jacob Cats (1577-1660), known affectionally as "Father Cats," wrote poetry about ordinary, devout people in a form easily remembered and quoted. P. C. Hooft was one of the most urbane of poets, who gathered about him, in his castle at Muiden, a group of artists, musicians, and authors.

Constantijn Huygens, father of the physicist Christiaan, was yet another of the gifted Dutch versifiers, the fashioner of a spare style which nevertheless managed to bulge with pithiness. Gerbrand Adriaanszoon Bredero was that strangest of all classic Dutch literateurs: a thorough Bohemian. As in art, Holland's native literature suffered a long period of attempts to bring back greatness. During World War II some great poetry was written by an occasional resistance worker, and in the 1960's and 1970's a young generation of Dutch poets sprang up which attracted attention mainly because they broke all the normal rules of poetry and produced extraordinary "poems" which mean something only if you're in the same stream of consciousness.

Though Dutch literature is seldom translated, and its market rarely goes farther than Dutch-speaking Flanders, in Belgium, Dutch authors produce a startling number of works. Three-fourths of Dutch books are first editions. Some of Holland's youngest authors have taken the bull by the horns and now write in English in order to reach a wider public. Among the better-known Dutch authors abroad are Jan de Hartog, Johan Fabricius, Simon Carmiggelt, Hans Martin, Willy van Hemert, Willem Fritz Hermans, Pieter de Vries, van Eysselstein and the late Godfried Bomans.

## Music and the Theater

Although such composers as Jacob Obrecht (1455-1505), Jan Sweelinck (1562-1621), Alphonse Diepenbrock (1862-1921), and Willem Pijper (1894-1947) had considerable influence upon their contemporaries, rare is the Dutchman who will do much bragging about his country's record in composing music. This attitude is not wholly justified. Research in recent years has led to the re-discovery of a host of minor composers whose work had been relegated to oblivion.

In performing music, however, the Dutch do not bow their heads to anyone. The Amsterdam Concertgebouw Orchestra, now well over 60 years old, was led towards European supremacy by Willem Kees, and under the late Willem Mengelberg was believed to have reached the pinnacle of its fame. However, it is continuing to improve its fine reputation under that great young conductor Bernard Haitink. The Hague Philharmonic (Residency) Orchestra under Willem van Otterloo (until 1973 when he went to take over the Sydney Philharmonic) is Holland's second best, and there are a number of cities and towns, such as Rotterdam and Utrecht, boasting orchestras of their own. The Dutch also have their own National Opera Company which gets a great reception all over Europe for the standard of its performances and the imagination behind its productions. Stolid though the Dutch may seem to be, they love music. There are choral societies, chamber music groups, and village bands and fanfares beyond number. In the smaller towns as well as in the larger cities recitals on ancient church organs and famous carillons can be heard regularly.

Nor do the Dutch limit their musical tastes. Every Dutchman will tell you that to hear Bach's St. Matthew's Passion performed in the 15th-century church at Naarden at Easter is a unique experience no music-lover should miss, but he will also extol the rollicking tunes churned out by one of the many gaily baroque barrel organs that roam the streets in fair weather. And contrary to what one might have expected, the Dutch are the best exponents of jazz and swing in Europe. To name but a very few of the best performers: the beautiful and sophisticated pianist and singer Pia Beck, Pim Jacobs' Jazz Trio with the brilliant vocalist Rita Reys, the Dutch Swing College Band, the Dixieland Pipers, and a number of pop groups which have won European renown.

There are also many music contests. To name but four: an international contest is held at Kerkrade, in the south-easternmost

corner of Holland, on the German border, every four years, the next being in late summer of 1978.

Each September sees an international vocalists' competition at 's Hertogenbosch. During the period of the Holland Festival (June 15-July 8) there are the carillon contests at Hilversum and the international organ contest at Haarlem.

The collection of ancient and exotic musical instruments in the Gemeente Museum in The Hague is one of the three finest in the world.

Faced with the difficulties of a severely limited audience at home and little chance of touring abroad because of the language barrier, the Dutch theater has no chance of counting on a large and profitable run of a single play. Its survival, therefore, depends largely on government subsidies. There is a good deal of traveling by theater companies within Holland and the repertoires are usually large. There is a growing coterie of Dutch playwrights, although there is still a tendency to produce translated performances of foreign plays and musicals.

In films, the Dutch have recently acquired notoriety with productions such as the salacious *Keetje Tippel* which was in the forefront of the current vogue for pornographic films. Perhaps something more interesting may yet issue from this uninspired genre.





## FOLKLORE AND TRADITIONAL EVENTS

### *Rich Panorama of Customs and Costumes*

by

DANIEL L. SCHORR

As could be expected of a nation with so rich a past and with such veneration of tradition, the Dutch are steeped in their special folklore and folkways. Their tradition, bearing the marks of their history and of their religion, displays itself in their work and in their play, in their dress and in their habits.

I shall not subject you here to any deep study of ethnology. But we will try to cover, discursively and impressionistically, enough of the Dutch folklore so that you may understand a little better the strange things you see as you travel through the country. For those more interested in the national ways and habits, I would suggest a visit to the Netherlands National Open-Air Folklore Museum at Arnhem, where you can see, spread over acre after acre, samples of Dutch houses, costumes, and rural life, exhibited in a manner that will help you to understand the differences between one region and another.

It is neither true—as you may have gathered from movies and musical comedies—that all Dutch people disport themselves in quaint costumes and wooden shoes, nor—as you may suspect after visiting some of the places where costumes are worn—that they are a sham, invented and perpetuated to gull the guileless tourist. What is true is that at one time regional costumes were prevalent in many parts of the country, that they are dying out under the impact of modern influences, and that they are still holding on in those relatively isolated areas where there is resistance to the machine age.

You will not see much of lace caps, golden earrings, and billowing skirts in big towns, except for the occasional country cousin on a visit to the big city. But there are areas where costumes—mainly worn by women, but also by men in some cases—are the daily dress, the living representation of an ancient heritage. For those interested in costume-hunting, the best grounds are the shores of the IJsselmeer (the former Zuiderzee), the fishing harbor at The Hague's seaside resort of Scheveningen, the islands of Zeeland, and, to a certain extent, the rural areas of eastern and southern Holland.

If costumes are of more than passing interest to you, then you must not miss the Zuiderzee Museum at Enkhuizen, 33 miles northeast of Amsterdam. An entire floor of this fascinating museum, housed in a building that once belonged to the East India Company, has been given over to sample interiors of homes that are typical of the Zuiderzee region. Each of the authentically furnished rooms is livened by the presence of dummy figures dressed in the local garb. Although the collection is not complete—it does not include areas beyond the Zuiderzee—it is nonetheless fascinating and worthwhile.

### Where Regional Costumes Are Still Worn

Best publicized, of course, are the twin towns of Volendam and Marken, a scant dozen miles north of Amsterdam, where costume-wearing and the selling of souvenirs to tourists have become the main sources of livelihood. You can even dress up yourself and have your picture taken, provided you can fight your way through the busloads of other tourists. Go if you must, but remember that the clothes are the only authentic feature of this commercially orientated parade.

In Volendam, the women wear a blue-striped or black-pleated skirt and a jacket. Young girls wear a bonnet with a high point. The costume is completed by a colorful apron, patent slippers,

and a red-coral necklace. The men sport exaggeratedly baggy trousers and, on Sundays, a fascinating jacket, closely fitted at the waist and decorated with a massive silver button and chain.

Over at Marken, a former fishing village now sitting high and dry following the completion of yet another Zuider Zee polder, the women wear a long-sleeved "shirt" under a sort of cotton vest (waistcoat) with red-and-white striped sleeves. On top of this rather masculine get-up they feministically wear an embroidered bodice, a woollen yoke, a sleeveless jacket, and finally another square yoke of flowered cotton. Their headgear is a bonnet with a cardboard form to keep it in shape. The men wear baggy black (or sometimes, in summer, white) trousers, a bright red sash, a blue smock with white collar, a neckerchief, and gold throat buttons. Girls and young boys are dressed alike in checked bibs, bonnets, and aprons. (But white bibs and blue skirts for the boys).

When you visit The Hague, you may notice portly ladies doing their shopping in severe black dresses whose hems practically touch the ground. They are wives of the fishermen at nearby Scheveningen, where you will see even more of these dignified matrons going about their business without the slightest trace of self-consciousness, although the younger generation now usually prefer modern dress. Although the sea-colored shawls, in shades of blue, green, and grey (red-lined black capes in winter) enliven the somber skirts, your eye will most likely be attracted to a pair of gold, horn-like ornaments that protrude from the spotless white cambric bonnets (lace on Sundays) that invariably cover their heads. These oval filigree decorations are part of a gold hair band that is concealed by the bonnet.

Something rather similar is characteristic of the islands of Zeeland in the southwestern corner of Holland, which are less frequented by visitors because of their remote location. The town of Goes is the best center, especially on Tuesday market days. There are marked differences between the dress of Protestants and Roman Catholics. Protestant women wear a bonnet shaped somewhat like a conch shell, and Catholic women a bonnet shaped like a trapezium with a light-blue under bonnet beneath. Catholic women usually wear brighter colors than the Protestants. With the bonnet go the burnished gold "ear irons." The most important element of the South Beveland costume is a yoke combined with a *beuk*, a garment covering bosom and back, often made of flowered silk. Men wear black kneebreeches and silver belt buttons. There are local variations in costume from one part of Zeeland to another.

Less far afield are the twin towns of Spakenburg and Bunschoten on the southern shore of the IJsselmeer, roughly 30 miles east of Amsterdam and near the garden-like cities of Hilversum and Amersfoort. Of the two, Spakenburg is perhaps more interesting, although the costume worn there is more unusual than beautiful. Its chief features are what appear to be shoulder boards, a yoke of brightly-flowered cotton that stands out so stiffly from the neck that a slim girl looks something like a knight in armor and a husky young lady suggests a tackle on an all-star football team. A tight fitting cap tends to make the head look shrunk above this massive shoulder line, perhaps explaining why the husbands are fishermen and stay away for days on end.

The most charming, most genuine, and most colorful costumes are worn by the farming families that live along the road joining Rouveen and Staphorst, a few miles north of Zwolle, which lies between the IJsselmeer and the German border. Should you detour to include these delightful villages on your itinerary, remember that picture-taking is so deeply resented that in Staphorst it is now forbidden by law. In the past, if you were to attempt a photo on a Sunday when the pious farmers walk to church in silent files, you would risk physical assault, a not unmerited punishment for invading the privacy of these otherwise cheerful villages whose only wish is to be left alone.

However, as long as you do not try to snap them during the processions to and from church, you will possibly be able to "entice" some of them after church into one of the side streets where, for a modest cash present, photographs will be possible. Staphorst at long last has become a small industrial center, and the people seem to have awakened to the value of money.

As for the Staphorst costumes, the women wear bolero-like bodices with black-and-blue striped skirts whose hips have been strangely padded. A wide, deep collar with painted flower motifs is worn except when a woman is in mourning. A red checked cotton neckerchief and large silver show buckles are added on Sundays. Beneath a white lace cap lurk silver "ear irons" with golden curls. The men boast watch chains, gold buttons on a white collar, and a double row of silver buttons on the skirt. Boys and girls dress alike up to the age of three or four.

At Urk, a onetime island that now forms the southwest tip of the Noordoostpolder, about 25 miles northwest of Zwolle, women wear a partly visible corset of light blue on which chamois leather is sewn to prevent wear. The costume itself is stiffened with whalebone. The Urk men wear baggy black trousers held together

with silver belt buttons, plus black shirts, shoes, and caps. But remember that even today no cars or even bicycles are allowed within the Urk village center on Sundays. And don't start up your radio either within church earshot.

There is a colorful folklore procession, and traditional Dutch and West Frisian dances are performed each Thursday during July and August in Schagen, North Holland.

Distinctive costumes are worn in other districts and villages of Holland, and if you are interested in knowing about more of them, detailed studies with extensive illustrations may be bought in English editions at larger bookstores in Amsterdam and The Hague.

### Traditional Holidays

The Dutch love food—especially sweets, pastries, and whipped cream—so it is no wonder that many of their holidays are associated with particular delicacies. Most festivals, of course, are religious in origin, still retaining a devotional atmosphere. Here are the significant ones.

December 5th—and not Christmas, as in Great Britain and the United States—is the occasion for exchanging gifts. It is presided over by St. Nicholas, who, unlike the polar Santa Claus, makes his entry from Spain. He has the same white beard as Santa Claus, but he is dressed in a sweeping red robe, a red and gold miter, and carries a bishop's golden crook. He is attended by his Moorish servant, Zwarte Piet or Black Peter. Six weeks before St. Nicholas Day, shops blossom with marzipan in every shape and form, fondant, *speculaas* (spiced ginger cookies), *taai-taai* (spiced cake) in the form of animals and figures, and nine-inch tall chocolate initials. Equally characteristic is the *banketletter*, a pastry initial filled with almond paste.

Until recently Christmas was not a time of festivity. But almost all over the country now it has been influenced by the Anglo-American customs. So, in addition to still being a family affair Christmas is nowadays little else but a prolongation of the St. Nicholas festival earlier in the month, and in many cases, especially in families where the children have grown up, is celebrated with much more jollification than the earlier feast. Almost every Dutch family now has a Christmas tree, and a thriving new industry has sprung up in the designing, producing and selling of Dutch Christmas cards, while all department stores and stationers' shops also sell a wide variety of cards in English. The shops, too, now treat Christmas as a wonderful second St. Nicholas festival, both in decorations and presents.



Easter, as might be expected, features the bunny and the egg, with merry hunts for buried eggs and a special Dutch game called *eiertikken* in which children bump their eggs together to see whose will be broken first. But, in addition, there are some unusual regional customs. In some places in the eastern and southern provinces, "Easter bonfires" are lit to celebrate the spring-blazes that are reminiscent of the old fertility fires. In a few rural places girls are still covered with soot—a direct vestige of another ancient fertility rite.

Among other characteristic holiday customs are *dauwtrappen* (treading the dew), the dawn trip to the country on Ascension Day; the St. John's procession on June 24th in the woods near Laren, ending at the "Old Cemetery," the reputed site of onetime heathen sacrifices; and the Whitsun Crowns in the Frisian village of Hindeloopen, consisting of hoops decorated with fir branches, garlands, paper roses, and eggshells.

Among secular holidays, the most important are the Queen's Birthday on April 30, a time when the larger cities are festooned with the royal standard and with clusters of orange-colored balls in honor of the House of Orange; the unique flower parade as many thousands of Dutch people from all over the country file past the front steps of the Soestdijk Palace where the whole Royal Family stands to accept the gifts of flowers; and, in The Hague, on the third Tuesday in September, when Queen Juliana opens parliament, arriving in a golden coach amid much cheerful pomp.

Market days can be witnessed in a wide variety, depending on the region and on what is being marketed. One of the most famous is built around the cheese trade in Alkmaar, which started in 1571 as a special privilege granted by the king. The carrying and weighing are part of an ancient ritual, and you need only see the cheese-laden barrows and costumed porters to realize that this is a tradition buried in antiquity. The market runs on Fridays only, late April through September.

Almost as interesting is the Gouda cheese market on Thursday mornings from May until mid-September. You can sample the cheese in the charming old town hall and watch a color film illustrating how Gouda cheeses are made.

Carnival does not reach the heights attained in the Latin countries, but in the south and east there are many festive celebrations worth seeing—especially in such towns as Maastricht and 's-Hertogenbosch (Bois-le-Duc). They are riots of costumes and merrymaking, all presided over by "Prince Carnival." The Dutch Carnival is held on the traditional dates before Lent.

In more recent times New Year's Eve has become another very popular Dutch excuse for merry-making. Although end-of-the-year balls are held only in the large hotels and restaurants, most Dutch wait up enjoying the special TV or radio programs so that they can participate in the street firework displays run by the youngsters and now costing parents an ever-growing amount of money.

### Local Customs and Sports

The fishing ports have age-old local customs, of which the most stirring is the spring departure of the luggers and trawlers for the herring grounds. Once the sailings were filled with poignancy because of the long absence and dangers involved, and an aura of the momentous still surrounds this traditional event. For weeks in advance, herring casks are scrubbed: the boats painted and made shipshape. On sailing day the villages are gaily decorated with flags and there is much excited speculation as to who will bring back the first boatload of new herring—the first cask of which is traditionally presented to the Queen. IJmuiden, Scheveningen and Vlaardingen take turns in putting on an elaborate festive display.

Traditional sports can still be seen in the Netherlands, such as the Frisian ball game of *kaatsen*, the archery clubs, and the banner-waving displays in the south. A typical traditional sport is the Walcheren *ringrijderij*, at Middelburg on the third Thursday in August, in which men mounted on horses aim their lances at small rings. The one who collects the most receives the Queen's beaker.

### The Holland Festival

The *Holland Festival*, a post-war tradition, takes place annually from June 15 to July 8. Although some programs are presented throughout the country, and a few specialized features take place only in one or the other of the smaller towns, the majority of performances are held in and around Amsterdam, The Hague and Scheveningen. First rate performances of Dutch music, drama and dance are alternated by the best other countries can offer in the field of new theatrical productions, contemporary music and choreography. Although most of the guest programs are provided by neighboring countries, some come from as far afield as Peru or India. The *Holland Festival* has won generous acclaim from the international press and is now ranked with the renowned Salzburg and Edinburgh festivals.



## DUTCH FOOD AND DRINK

*Homelike or Exotic - Always Hearty*

Her sons and daughters having ranged the four corners of the earth for several centuries, Holland can offer you a large variety of cooking, while the frequent trips which Dutch businessmen make abroad have served to ensure that the foreign cuisine in Holland, when it is good, is very, very good. If your soul yearns for them, and your pocket-book can stand the strain, *Cole Cardinale*, *Steak Orloff*, and *Canard à l'Orange* are yours for the ordering.

But real Dutch cooking is made of sterner stuff. Simple, solid nourishment, without any fancy trimmings that might hide the basic high quality of the food, is what warms the cockles of the average Dutchman's culinary heart. As a result, Dutch cooking is often called unimaginative. This is only relatively true. An abundant variety of meat, fish and fowl, vegetables and fruit, at reasonable prices, do not oblige the Dutch cook to resort to ingenuity when preparing a meal. The true Dutch cook is inclined to be lavish with butter and the result is often a strain on the digestive systems of those used to lighter fare.

At the other extreme, Indonesian food, with its variety of spices and exotic dishes, provides a dramatic contrast to the blander Dutch fare. But in between nowadays, almost every large town has a wide range of restaurants specializing in their own brands of "national" dishes, running from Chinese to Italian, French to Yugoslavian, and even American to English. Your hotel porter will tell you where to go for any particular kind of food, while most of the local tourist offices (VVV) have restaurant lists which will help you solve your eating problems.

### When to Eat

The mealtime pattern is remarkably uniform throughout Holland. Breakfast is customarily served either in your room or in a section of the hotel's dining room. It invariably consists of several varieties of bread and rolls, thin slices of Dutch cheese, prepared meats and sausage, butter and jam or honey, often a boiled egg, and a pot of steaming coffee, tea, or chocolate. Fruit juices are generally available but not cheap.

Don't be astonished if the waiter presents you with your hotel bill when you have finished breakfast (assuming you are preparing to leave). This custom, especially prevalent at provincial hotels, is actually a convenience and saves you the trouble of having to settle up at the last minute.

The typical lunch is *koffietafel*, which consists of more bread, various cold cuts, cheese and conserves. There is usually a side dish—warm (an omelette, a small individual cottage pie, or the like) or cold (a salad, Russian eggs, or something similar)—to go with it. The whole is washed down with tea or coffee.

The evening meal is usually the major repast of the day and is often eaten quite early—6 p.m. is almost late.

Coffee at 11 in the morning (or earlier) and tea at 4 in the afternoon are equally sacred rituals.

### What to Eat

Tradition has its place in Dutch eating. Although many dishes which were a part of the Dutch way of life before the advent of heated glass-houses, canning, deep-freeze, and modern transport facilities are now no longer a necessity, people still relish them.

To start with soup, there are two which can be called typically Dutch. *Erwtensoup*—a thick pea soup, usually only available October through March. Often served with pieces of smoked sausage, cubes of pork fat, pig's knuckle, and slices of brown or







white bread. The other is *Groentensoep*—a clear consommé, loaded with vegetables, vermicelli, and tiny meatballs.

*Hutspot*—a hotchpotch of potatoes, carrots and onions with a historical background. When the siege of Leiden was raised on October 3, 1574, the starving populace was given, first, salted herring and white bread, then *hutspot* with *klapstuk* (stewed lean beef of which a little goes a long way). This has become such a traditional dish that you will find Dutchmen eating it on October 3 anywhere from the North Pole to the Equator, from New York to Hong Kong.

*Herring*—eaten all the year round, the Dutch delight in the salted variety, but especially in “green herring” (those caught during the first three weeks of the fishing season which starts in May). You can eat herring neatly filleted and served on toast as an hors d'oeuvre in any restaurant, but half the fun is buying it from a pushcart, holding the herring by the tail, and gobbling it down like a native. The first cask of new herring is traditionally presented to the Queen.

*Rolpens met Rodekool*—thin slices of spiced and pickled minced beef and tripe, sautéed in butter, topped with a slice of apple, and served with red cabbage.

*Boerenkool met Rookworst*—a hotchpotch of frost-crisped kale and potatoes, served with smoked sausage.

*Zuurkool*—Sauerkraut: “garni” means with streaky bacon, gammon, and sausage.

*Stokvis*—an old-time favorite few restaurants serve nowadays. If you'd like to try something really different this is your dish. The basis is dried whitefish, cooked in milk and drained, served with potatoes and rice, fried onions, sliced raw onions, chopped dill pickles, melted butter and mustard sauce.

*Kapucijners*—Marrowfat peas, served with boiled potatoes, chunky pieces of stewed beef, fried bacon cubes, french fried onions, slivers of raw onion, dill pickles, mustard pickles, melted butter, molasses, and a green salad. Believe it or not the result is delicious.

Remember that nearly all the above dishes, like so many traditional dishes in Europe, are winter fare.

*Seafood*—fish of all kind is usually well prepared in Holland. Try, for example, *gebakken zeetong* (fried sole) or *lekkerbekjes*—specially prepared fried whiting. Royal imperial oysters, mainly from Zeeland, are still an epicurean dish, while the smaller equally tasty “petites” are also good. Both types, however, are expensive. Dutch shrimps taste much better than they look. If your purse is

well filled, try lobster (but ask the price first), as this is a real luxury. Crab is rarely available. Mussels, on the other hand, are cheap and if you love them there's always a fish restaurant somewhere around, or buy them, fried in batter, from a fishmonger. Eel is plentiful. Smoked, filleted, and served on buttered toast, it has a bouquet and flavor that is more easily praised than described. In this form it normally serves as an *hors d'oeuvre*. It is also eaten stewed or fried.

*Dessert*—Here the Dutch, on the whole, do not shine and generally rely on ice-cream or fruit with lashings of whipped cream to carry the day. Dutch pancakes (*flensjes* or *pannekoeken*) in all their 25 varieties are good. To mention but one, which is a meal in itself, *spekpannekoek*, is a pancake measuring about a foot across, and about half an inch thick. It should be loaded with bits of crisp, streaky bacon and be full of air pockets. It is served with apple syrup or molasses. Three other favorites are *wafels met slagroom* (waffles with whipped cream), *poffertjes*, which can only be described as small lumps of dough, fried in butter and dusted with powdered sugar, but which the Dutch insist taste "as if an angel had caressed your tongue", and *spekkoek*—which literally means "bacon cake", probably because it looks like best quality streaky bacon. The recipe comes from Indonesia and it consists of alternate layers of heavy butter sponge and spices. It tastes delicious and, besides fruit, is the only congruous dessert to a *rijsttafel*.

*Snacks*—Nearly every town in Holland has many snack bars. Here you can get a *broodje* (roll) or sandwich in a hurry. These come in an infinite variety ranging from plain cheese to what amounts to a modest *hors d'oeuvre*. One of Holland's favorite is the *uitsmijter*. This is an open-face sandwich consisting of two fried eggs, sunny side up, on a foundation of ham or roast beef on slices of buttered bread; potato and meat croquettes have recently become great favorites. The snack bars also offer several kinds of soup, cake, pastry, and ice-cream and some have a menu with two or three *plats du jour*, and an "A" license, which means that besides tea, coffee, and soft drinks they can also sell beer and wines. The service is usually fast and the cost modest.

### What to Drink

Like the kitchen, Dutch bars are for the most part internationally minded. First-class hotels and top restaurants in major cities have learned to make good martinis and similar cocktails. The indigenous drink, of course, is gin or *jenever*, a colorless, potent

beverage that is served chilled, or at room temperature, in shot glasses and should be drunk neat as it does not mix well with any other liquid. Some Dutchmen drink it with cola or vermouth—but unless you have a very strong head avoid deviations. It comes in many varieties depending on the spices used, if any. *Jonge*, or young jenever, contains less sugar, is less creamy, but no less intoxicating than *oude*, or old, jenever. The *Bols* brand, still available in the famous stone crock which, when emptied of its original contents, was often used as a hot water bottle in wintertime, is best known to most tourists, whereas the Dutch often prefer *Bokma*, although *De Kuyper* and *Locomotief* are also favored brands. If you don't like your gin straight try a *kleine angst* (literally little terror), which is a shot of young jenever with a liberal dash of angostura bitters. Don't gulp your jenever as the Dutch do—remember they're used to it! This innocuous, mild-tasting liquid has a delayed action which might have unfortunate results.

If the ladies in the party don't feel like tasting the Dutch water of life, they have an infinite choice. Besides the many kinds of sherry, vermouth, port and various beverages available in other countries, Holland offers a long list of "ladies' gins"—*bessenjenever* (red-currant gin), *citroenjenever* (lemon gin), and so forth, as well as *advocaat* (a heavier and creamier variety of egg-nog).

Many Dutchmen drink beer with their meals (Prince Bernhard has it every morning with his breakfast). You'll make no mistake if you follow their example, because Dutch beer is good, always properly cooled and inexpensive. Imported Danish, English, Belgian and German beer is usually available, at about twice the price. Unless you want one of the heavier varieties just ask for a *pils*.

Better restaurants and hotel dining rooms will nearly always offer you a wine list. If you find the vintage you particularly fancy and don't mind the cost, order away. But unless you have a particular interest in wine, stick to beer or water (which may have to be asked for).

Many restaurants nowadays serve a carafe or individual glasses of *vins du pays* which is both palatable and reasonable. But where the wine lists are concerned the wines are generally good and with a wide range, and in comparison with other countries cannot be called expensive, except at the luxury hotels and restaurants.

Dutch liqueurs, on the other hand, are excellent and reasonable. *Curaçao* takes its name from the island of the same name in the Dutch West Indies. It receives its flavor from the peel of a special variety of orange grown there and is delicious. *Triple Sec*



is almost the same thing as Cointreau, though a shade less subtle. *Parfait d'Amour* is a highly perfumed, amethyst-colored liqueur. Dutch-made versions of crème de menthe, apricot brandy, anisette, and similar liqueurs are also very good.

Brand name whiskies from Scotland, Canada and the United States are on sale at prices below those charged at home. But the Dutch produce several quite potable bottled whiskies, as well as several varieties of passable dry gin suitable for nearly all mixed drinks.

### Indonesian Cooking

Although Indonesian food tastes good at any time of the day, your digestion will probably appreciate it if you stick to lunch. The best restaurants are in The Hague, Amsterdam and Rotterdam, although nearly all towns now have good ones. Generally, however, they are nowadays announced as Indonesian-Chinese places, and both types of food are always available. But it is always a good idea to have a chat with the manager, or the waiter, to get an explanation of what the dishes are composed of. This is particularly the case with the Chinese food, although most menu cards have English translations.

The most elaborate Indonesian meal is called a *rijsttafel*. This starts off prosaically enough with soup plates and a dish of plain, steamed rice. The rice serves as a foundation for the contents of anywhere from fifteen to fifty dishes, each more delectable than the one before. Some of these are described below. Sit down to this in the mood to stuff yourself, be prepared to feel as if you want to go to bed and sleep it off afterwards (which is what most Dutchmen do) and don't be surprised if you feel hungry again a few hours later. If moderation is your virtue, try the less ambitious *nasi goreng* or *bami goreng* (fried rice or noodles—with choice bits of meat, shrimp, chicken and the like). These are equally delicious and make fewer demands on your palate.

An average *rijsttafel* is usually enough for two people, although you would do well to add one or two extra dishes from among these: *Saté babi*, bite-sized morsels of pork skewered on a wooden spit and cooked in a mouth-watering *pinda* (peanut) sauce, is delicious. *Loempia*, is a mixture of bean sprouts and vegetables wrapped in wafer-like pastry and fried in deep oil. *Kroepoek* is a large, crunchy prawn cracker. Fried prawns are a welcome addition. *Daging* is the general name for stewed meat. *Daging smoor* identifies the kind prepared in a black sauce and is particularly delectable. *Daging roedjak*, *daging besengek*, and *daging oppor*



identify variations prepared in red, green and white sauces, respectively. *Bebottok* is meat steamed in coconut milk. *Fricadel* is a forced meat ball, relatively bland and somewhat mushy. *Sambal ati* is liver stewed in a red sauce. *Sambal telur* is an egg in red sauce. *Sambal oedang* are shrimps in a red sauce.

*Ajam* (chicken) is served in as many ways as meat. *Sambalans* is a collective term for several varieties of stewed vegetables, some of which you have probably never seen before.

*Seroendeng*, fried coconut and peanuts, is also called *apenhaar* (monkey hair). *Gado gado* are cold vegetables in peanut sauce. *Atjar ketimoen* are cucumber sticks in vinegar. *Pisang goreng* are fried bananas. *Roedjak* is a compote of fresh fruit in a sweet sauce. *Sajor* means soup, and comes in a variety of guises, but is not a separate course as in most other countries.

To eat your *rijsttafel* you start off with a modest layer of rice on the bottom of your plate, adding a spoonful of each dish, arranging these neatly around the edge, finally filling in the center. It should be eaten with a spoon and fork. On a small dish you'll discover three or four little blobs of red and black paste—these are *sambals*. They are made of red peppers and spices and are generally red-hot. A little goes a long way. If you inadvertently bite into something that is painfully overspiced the remedy is a large spoonful of plain rice—anything else will merely dilute it and prolong the agony.

Beer, though not Indonesian, is the perfect beverage to accompany a *rijsttafel*. Iced tea, lemonade or mineral water are also excellent. But never wine or milk.

### Final Reminders

In nearly all Dutch restaurants, whether the cuisine be French, Indonesian or Serbo-Croatian, a service charge of 15% and a turnover tax is included in the bill. This also applies to a *borrel* (a shot of Dutch gin) or any other drink in a bar or café. If you have any doubts, ask. Unless the service has been unusually attentive, you're at perfect liberty to pocket all your change, just as the average Dutchman does.

Remember, too, that the better Dutch restaurants are fairly formal. If you prefer casual dress at mealtime, pick a modest type of place or you'll feel awkward matching your sportswear against the headwaiter's white tie and tails. Dutch restaurants hardly ever have high chairs or children's portions, so the youngest members of your party will likely fare better at your hotel.

Because the Dutch follow the continental custom of relaxing

at the table, allow at least an hour for a simple meal, two for something more elaborate. If time is limited, a sidewalk café or one of the many sandwich bars or cafeteria chains will be more satisfactory.

All in all, eating is a delight in Holland, especially as nowadays there is no difficulty in finding places to suit every palate or fancy. True, it is expensive in most places, but the personal attention and service are often worth it. Moreover, a growing number of restaurants all over the country now serve the so-called tourist menu, which provides more than enough food for the average visitor (the Dutch themselves have tremendous appetites), and at a price about half the normal menu rates. So if you are traveling on a budget, look out for the notices which announce "Tourist Menu".



## SHOPPING

### *From Diamonds and Delft to Cheese and Cigars*

The question of what to take home as a souvenir of the Netherlands has as many facets as one of the glittering Amsterdam diamonds. If your purse and luggage are limited, you can always tuck a piece of pewter into your suitcase, or an antique *koekeplank* (cookie mould) carved with amusing designs. Other possibilities in the same category include gay enamel ashtrays, blue-and-white Delftware, crystal from Leerdam or Maastricht, a Gouda cheese, or a box of those delicious hard candies called *Haagse Hopjes*. More ambitious visitors will be tempted by antique furniture, 16th and 17th-century paintings, and massive pieces of silver.

Amsterdam is the logical place to start for most tourists, although The Hague, thanks to the presence of the diplomatic colony as well as the European headquarters of many international companies, can offer almost as wide and varied a selection. Venturing farther afield, Haarlem, Delft, Leiden, and in fact, almost every town can also be interesting, as they frequently have more "local" antiques at prices lower than in the large cities. It is astonishing to see the wealth of antique treasures still in Holland.

and although some of these come from other countries, many of them are genuinely Dutch, while the remainder can almost always be relied on to be authentic articles from elsewhere. The shops tend to be localized in particular streets or districts, making it easy to shop-hop.

Further, many places like The Hague or Breda, for example, have antique markets in the town center during summer. These are generally supervised by the local authorities, although of course, no guarantee is given about authenticity. Still, many a good bargain, Dutch and foreign, can be picked up in these marketplaces. Prices are usually reasonable and a little bargaining occasionally makes them more so. Ask the local VVV for details.

### Amsterdam, Home of the Diamond Cutters

During the Middle Ages, Antwerp was Europe's great diamond center because of its strategic location for ships arriving from India. After the Spanish conquest of 1576, many diamond experts fled north to Amsterdam. During the latter part of the 17th century, master gem cutters from persecuted religious groups all over the Continent found refuge in Amsterdam. This, timed with the discovery of Brazilian diamond fields, gave the industry a tremendous boost. At the French court of Louis XV, brilliants were in high demand to set off powdered wigs. In those days, facets were made by rubbing two diamonds together on a wheel turned by women. Violent protest was voiced by the fairer sex in 1822 when horse-factories began replacing feminine hands. At that time, when a shipload of raw diamonds arrived from India or Brazil, there was feverish activity for several months until the cargo was cut and a diligence carried the finished stones to Paris to be sold. Then factories stood idle until a new shipment landed.

Political upheavals throughout Europe during the latter part of the 19th century caused a serious crisis in the diamond industry. Unexpectedly, it was brilliantly saved by children of a Dutch farmer living near Hopetown, South Africa, who discovered that the pebbles in a nearby stream made marvelous toys. For 500 sheep, 10 oxen, and one horse, one of these twinkling marbles representing 21 carats, found its way to Europe. The diamond rush was on and Kimberley, South Africa, became the big center. In 1870, the first shipment of South African diamonds reached Europe, commencing a trade that today supplies 90% of the world's diamonds.

A half-hour visit to the *Asscher* plant, Tolstraat 127, *Diamant-*

*Firma Streep*, Amstel 208, or to *A. van Moppes'* swank show-rooms at Albert Cuypstraat 2, offers the visitor a brief education in this fascinating business. Asscher guides guests into a conference room where a demonstration with glass dummies shows how the diamond is mined, cut, and polished. Moppes leads sight-seers through modernized halls lined with cases of glittering gems, graphic photographs, and charts with captions describing this important industry. Streep, a well-known diamond family, began in 1876 as "cleavers" (diamond splitters), and are extremely proud of their fourth-generation business which is still on the original premises. They have a modern, air-conditioned demonstration room.

First, each diamond is examined by experts to determine its exact color, weight, grain, and possible flaws. Then it is decided how it should be cut. Later, the finished product is scrutinized for quality and price. Asscher is particularly proud of its work on the world's largest diamond (the Cullinan), which represented over 3,000 carats when it was discovered in Transvaal in 1905 and presented to King Edward VII of England. After months of study, the fabulous stone was split to make the world's largest polished diamond. It was set in the crown of England. Another massive gem from the same stone was placed in the royal scepter and, recently, two more have been mounted in a pin for Queen Elizabeth II. The smallest in the world was also cut here as a demonstration of master technique. It weighed  $\frac{1}{4}$  of a milligram; or  $1\frac{1}{2}$ ,500,000 of the Cullinan.

We are told that it takes an entire day to saw one carat. Next comes the cleaving or shaping by hand, followed by the important polishing process, which gives the diamond its 58 different facets. You will notice that the size of a gem is usually proportionate to the number of grey hairs on the head of its worker, for it takes 15 years of experience to know how to polish the big stuff. The untrained eye can tell a good diamond at one glance by its blue-white color. You could do worse than to choose a sparkling diamond as a life-long souvenir of your visit to Holland—it will cost considerably less than elsewhere. There is also an excellent diamond store in the duty-free Shopping Center at Schiphol Airport.

### Solid Dutch Silver

Silver is considered to be another good buy in Holland. The metallic content of its products is guaranteed by special controlling marks. The lion rampant signifies sterling silver (i.e. a content of



925<sup>0</sup>/<sub>00</sub>) and a lion passant represents 835<sup>0</sup>/<sub>00</sub>, a second quality silver of greater alloy content. This silver is harder, and generally employed throughout Europe for articles of daily use. If your particular piece is too small to bear the lion hallmark, look for the sign of the sword. Until 1812 nearly every silver object was stamped with the coat of arms of the city of its origin. For example, three crosses belonged to old Amsterdam, while the stork shows that it originated from The Hague. During the Napoleonic Wars French hallmarks were used. In 1814 a standardized system for all the States of the Netherlands was introduced which still applies. All larger pieces of authentic Dutch silver since that time must bear, besides a Minerva head, the year mark, the hallmark, and the maker's mark. During the 16th and 17th centuries a famous silversmith school existed in Friesland. Pieces may still be found there for sale, but to satisfy those who wish merely to look, the museum at Leeuwarden presents a wonderful collection of old Frisian silver, while the Rijksmuseum at Amsterdam has an excellent collection.

The Dutch silver industry in Voorschoten started about one hundred years ago in a small shed. It is now known as van Kempen & Begeer and an enlarged factory stands there on this firm's private property. For silver filigree work and embossed plaques, the Dutch government has set up a school for the cultivation of fine silversmiths and goldsmiths in Schoonhoven, a small town east of Rotterdam. Here a score of busy workshops hammer out a mass of silver objects, mostly tourist trinkets such as windmills, spoons engraved with provincial crests, filigree ships, wooden shoes, and miniature household utensils copied from 17th-century Holland.

A less solid side of Holland's silver industry is represented by a type of jewelry that is uniquely Dutch. It comes in many sizes, shapes, and forms, from a tiny, rosette necklace-clasp to a large spray brooch—but it always consists of rose-cut diamonds set in oxidized silver, mounted on gold. Another attractive buy are the old Frisian watch chains, with massive seals, which make delightful bracelets, necklaces, and key-chains.

In recent years a large trade has been built up in Holland in English and Continental silver, especially tea and coffee services, candelabra, and Victorian and Georgian tableware. Prices are admittedly high, but for visitors to Europe who cannot include a trip to England in their itinerary, this sort of souvenir can often be a good buy. All the large Dutch jewelers' shops carry extensive stocks of this old silver.

## Delve into Delft

Most gift counters, hotel lobbies, and china shops are littered with so-called Delftware, much of it mass produced by factories in Gouda. The art of making the authentic blue-and-white earthenware, however, is not extinct.

In the 17th century, 30 different potteries produced Delft china. Now, only the Royal Factory at Delft survives with its 300 artists. Founded in 1653, it bears the worthy name of *De Porceleyne Fles*. On the bottom of each object that is produced a triple signature appears: a plump vase topped by a straight line, the stylized letter *F* below it, and the word Delft. The only discernible difference between a new piece of hand-painted Delft and an old one is age. Genuine Delft may be recognized by its color, the fine shine of its glaze, the complexity of its design, and the superlative way it is expressed. The varying shades of blue found in Delft depend on the particular artist. Small scattered leaves known as the parsley pattern are characteristic of many of its pieces. The big floral splotches or simple portraits without detail are usually easy exercises produced by practicing beginners.

The price of a genuine Delft article is never determined by its size but by the quality of its painting. As every object is hand-drawn, unaided by stencils or tracings, the quantity is exceedingly limited. You can understand that an entire Delft dinner service is rare; it becomes too expensive for the buyer as well as an interminable bore for the artist to complete. On weekdays visitors are welcome at *De Porceleyne Fles* in Delft (Rotterdamseweg 196) to see its showroom of exquisite museum pieces as well as demonstrations with the potters wheel, the oven, and the brush. Although blue and white Delft sprinkled with floral bouquets is the most popular, other variations of Delftware do exist.

The milk-white ware, without design, was exclusively for kitchen use during the 17th century. However, in 1936 a small white collection of ridged, petal-edged decorative pieces was started, using the old moulds. Recently, a new line of white has been introduced, featuring sleek smooth forms to suit modern interiors. Also keeping step with the present is an entirely original conception of Delft that alternates black with earthy tones of grey and brown in unusual futuristic shapes, decorated by Wynblad-inspired etchings of people scratched into the glaze, rather than painted below it.

In 1948, a rich red cracked glaze was introduced depicting profuse flowers, graceful birds, and leaping gazelles. (The special cracked texture of this pottery is achieved only after six or seven

bakings.) A range of green, gold, and black known as New-Delft, is exquisitely drawn with miniscule figures to resemble an old Persian tapestry.

The marvelous Pynacker Delft borrowing Japanese motifs dominated by rich orange with gold, deep blue, and touches of green, has existed since the 17th century. The brighter Polychrome Delft carries a bolder picture painted in sun-flower yellow, vivid orange, and blue with green suggestions.

Magnificent reproductions of canvases made by 17th-century artists are executed on circular dishes in blue or brown sepia. For a goodish price, you can have your portrait drawn on a Delft plate. *De Porceleyne Fles* even produces a limited number of unpainted, specially glazed tiles for industrial uses in buildings, bathrooms, and swimming pools.

A commemorative tile or wall-plate could well provide that "different" present. Of the many designs for a new baby, there is one with the child's name, place, and date of birth encircling a grandfather clock, denoting the hour and the minute, and a cradle. Dutch *jenever* and liqueurs, too, bottled in blue-and-white Delftware jugs or Gouda china dolls in national costume make attractive gifts. These items, of course, along with many of the so-called Delft tiles, are found everywhere in souvenir shops, and are seldom made in Delft.

There are, indeed, several Dutch makes of pottery which make good souvenirs. Some have much the same design and color as Delft and are usually somewhat cheaper, while others have their own distinctive designs. The name of the maker is always given on the bottom of the piece, so there is no risk of mistaking it for Delft or any make of English or Continental pottery.

### Pewter Pots and Plates, Crystal

During the 17th century, pewter was a necessary complement to Delft blue plates. However, age is no guarantee that the pewter you unearth in an antique shop is fine. Three hundred years ago, they made bad pewter just as they do today. Cast in old moulds, *Meeuws'* handwrought pewter tends to retain the original shapes you see pictured in the museums. Pewter is a mixture of tin and lead. The greater lead content a piece contains, the more worthless it becomes . . . bending easily, tarnishing quickly, and denting without apparent cause. Don't be misled by the bright appearance of those long necked jugs you see in the knicknack shops around town. Look for the heavy duty quality, preferably *Meeuw's* if it is new, with only five percent lead and an eternal shine.

*Leerdam* crystal has become famous for its fine design and lovely blue-white color. The forms vary from wide-mouthed champagne glasses balanced on cut stems to generous cornucopian vases to elegant glittery candlesticks to chubby beer beakers. Ask any reliable glass shop to let you see a complete catalogue of stocks and styles. *Maastricht* crystal, though as beautiful as *Leerdam*, is generally less expensive. Heavier, more cut, and worked, it often resembles the French Baccarat while its competitor to the north can be compared to Swedish Orrefors.

Dutch cigars are always a good buy as gifts, but bear in mind your Customs quota.

### A Last Word

If you are leaving the Netherlands by air it might be useful to remember that the tax-free shops at both Schiphol (Amsterdam) and Rotterdam Airports, open for long hours, offer a mouth-watering display of cameras, watches, liquors and liqueurs, tobacco, perfume, jewelry, toys, porcelain, and so on from all over the world at prices which are considerably lower than in the ordinary shops. In a few cases they are no cheaper, but as some goods normally carry no special tax, there cannot be any tax-free concession for them, so do take the trouble to compare prices.



## WATER SPORTS CALLING

*Under, On and Above the Waves*

by

H. GEORGE FRANKS

*(Mr. Franks is an experienced foreign correspondent for many papers, a former President of the Foreign Press Association in the Netherlands, well-known broadcaster, author of a number of books including travel and history, and much-traveled journalist whose work has taken him all over the world in the past fifty years.)*

In the realm of water sports, Holland is unique, as it is a paradise for every water sports enthusiast. No matter whether it is swimming, yachting, rowing, canoeing, motor-boating, water-skiing, or fishing, the country is full of facilities and attractions.

There are more than 100 lakes, all linked together by rivers or canals, giving an almost inexhaustible choice of routes. And



because there are eight different types of sailing water to choose from, these trips can never become boring. Almost wherever there is water, there are also fish, and as the authorities keep the waters well stocked for angling, the amateur or professional fisherman is sure to have a good time.

In the past few years, aquatic facilities of all kinds have so increased in Holland that we have included this additional chapter in our book giving all essential details about the many forms of water sports now available, although, of course, attention is also called to these attractions in the various chapters dealing with the different provinces.

At the beginning, however, attention must be called to the splendid amount of practical information on water sports provided in the many brochures and leaflets issued by the National Tourist Bureau in The Hague and the various provincial or local VVV offices all over the country. These are indispensable for visitors who want to make the most of the water facilities, as they give full information about the hiring of boats, harbors, local rules and charges, accommodation, and popular routes.

For this survey, therefore, we must content ourselves with dividing your aquatic holiday into the main categories of swimming, boating, and angling, with an occasional reference to other possibilities and ending up with some sports possibilities on land.

### Coastal Pleasures

The beaches of Holland, running from Belgium in the south to the German border in the north, really consist of an unbroken chain of resorts linked together by dikes and dunes. It is true that hardly any of them resemble the popular idea of a seaside holiday-center, because the Dutch have always preferred fairly quiet and unpretentious places where the main attractions are good accommodation, very clean beaches, comparative quiet, and essential comfort in the form of wind-breakers along the sands and hooded wind-cheating chairs by the hundreds.

In the main resorts the local authorities have marked out "safe" bathing areas, although even then, there is always a guard on duty to look out for anyone in trouble.

A few years ago this chain of resorts began halfway up the North Sea coast at the Hook of Holland, but Zeeland has now joined the list by turning some of the newly-formed land from the Delta Works into modest seaside resorts and yachting

harbors. Many of these are worth trying if you want a really quiet respite by the sea.

However, the real necklace of seaside attractions still starts at Scheveningen, the suburb of The Hague. The future of this once-popular resort was jeopardized in 1972 when two of the largest hotels were closed down and the historic Kurhaus concert hall was shut. Elaborate plans were then drawn up which embodied the total reconstruction of Scheveningen to make it "the most modern seaside spa of Western Europe", complete with casino. The rebuilding is in progress and within a few years it will again become a popular resort with new attractions added every season. The wonderful sandy beach and Holland's only pier are open and there is still abundant hotel accommodation. Moreover, a British syndicate is building a yacht harbor at one end of the beach which will give yet another new lease of life to the place.

Proceeding north, the chain runs through Wassenaar, Katwijk, Noordwijk, Zandvoort, Wijk-aan-Zee, Bergen-aan-Zee, Petten, Callantsoog and Huisduinen, with one or two smaller places sandwiched in between. Of the five major Frisian islands that curve gently away past Germany to Denmark, De Koog on Texel has the most to offer in swimming and sunbathing.

All these beaches are sandy and free from pebbles or stones. Because of coastal currents that parallel the shore, however, swimmers should respect local regulations about not venturing beyond specified distances from the land. Often the boundary is marked by breakwaters. Wind can be a problem, too, and a shirt or beach jacket worn over a swimsuit is therefore no uncommon sight.

### Holland Afloat

Next to swimming, boating is the most popular pastime in Holland, a fact that has startled many a motorist who glimpses sails crossing an open field for the first time. The explanation, of course, has to do with canals hidden by fields of grain, canals that enable the yachtsman to explore the countryside as extensively, if more leisurely, than his road-bound colleague.

Possibly the most popular lakes for sailing are still those in the rough square made by Utrecht, Bussum, Haarlem and Leiden, notably the Kagerplassen, the Braassemermeer, the Westeinder Plas, the Loosdrechtse Plassen and the Reeuwijkse-plassen. But yachting and motorboating have so soared in popularity in the past two or three years that this area is now, as it were, taking its place in the queue for visitors. This is

largely due to the new harbors side by side with camping sites around the country and to the large sums the government is pouring into aquatic facilities everywhere. The prosperity of the Dutch people themselves has also contributed to the develop-

### WATER, WATER EVERYWHERE

The aquatic possibilities of Holland are unique, 6,120 kms (3,825 miles) of navigable waterways.

There are 8 different types of water to enjoy, and five main areas in which every kind of water sport can be enjoyed.

The 8 types are:

- The lakes,
- The canals,
- The rivers,
- The Biesbos,
- The IJsselmeer,
- Zeeland,
- The Waddenzee, and
- The sea.

The 5 main areas are:

- The Friesland & Groningen lakes,
- The Waddenzee and IJsselmeer,
- The lakes of North & South Holland Provinces,
- The big rivers: Rhine, Meuse, Waal, Lek & IJssel, and
- The estuaries of Southwest Holland.

ment as private enterprise has sought to meet the ever-growing demand for such facilities.

The great advantage is that you can move by boat from one water sports center to another right on throughout the country. In the midst of the wide polder country, you will find all that a yachtsman or motorboat traveler could ever want: there are vast expanses of water and a free-and-easy atmosphere which is so characteristic of water travel in Holland. Everyone says "Hello" to everyone else, with language being no barrier, as English is very prevalent. In the north you have all the room you want on the splendid Frisian lakes. At the water sports centers in the west of the country such as Loosdrecht, you can dance in the evenings to a jazz band or rock group. And you also have all the entertainment facilities of the cities close at hand here. Holland is extremely well organized for water sports. Boats can be rented everywhere in every shape and size. And you can get to Holland by water in your own boat from every direction.

Though seldom dangerous, sailing in Dutch waters requires a

certain degree of skill plus an up-to-date chart. In the estuaries of the Maas and the Rhine, tidal currents frequently move sandbanks around. Lakes and canals, if more stable, are often so narrow as to require constant tacking before an unfavorable wind. Running aground, fortunately, seldom damages more than the skipper's self-esteem, whereas an error of judgement in running under a bridge can cost a mast. Safety regulations, mainly regarding speedboats, are few but strictly enforced.

Weather and wind forecasts (the latter in speeds of meter/second) are given over the radio on Hilversum I and II almost hourly; they also broadcast gale warnings with Beaufort-scale strength.

If you are not too sure about handling a boat, remember there are over sixty yachting schools all over the country. Clubs and groups can organize yachting camps throughout Holland, while individuals can also enjoy the facilities of existing camps.

No matter how you come to Holland – whether by your own boat or by car with a boat on a trailer – you need no triptyque or other papers to cross the frontier. By producing a valid membership card of a yacht club or water sports association in your country, it will be assumed that you are importing the boat only temporarily, although, of course, you should always have your regular “ship's papers” with you. Also, it is advisable to get the Customs officers to clear the yacht, equipment and supplies, including fuel and food. If you enter the country by sea, you must report to the nearest posts of the Customs and the Koninklijke Marechaussee (Military Police).

Boats large and small are available by the thousands in Holland for rent on short or long terms – hour, day, week or month. Outboard motors can also be rented. Prices, of course, vary according to size, season and rising costs and depending what you want: a 20-foot yacht, sleeping two under canvas, a small yacht with cabin with 2–6 berths, large yachts with auxiliary engine, and still larger vessels with a skipper. Out of season prices are usually lower. But as there is such a wide range of possibilities, it is better to make arrangements beforehand through a regular travel agent, or by getting into contact with one of the Dutch boating organizations. Also see that you get waterway charts and maps, for even Dutch waters do not have signposts.

To prevent any misunderstandings, the authorities advise that boats should be chartered or hired on the basis of contracts which can be obtained for a small sum from the ANWB in

The Hague. This also ensures that insurance obligations are not forgotten.

Let us now survey Holland regionally as far as the yachtsman is concerned. This is necessary in order to find just the type of water that interests you.

### Region No. 1

The largest and most varied aquatic region consists of the three northern provinces of Friesland, Groningen and Drenthe.

The southwest corner of Friesland is, perhaps, the most beautiful water sports area in the country, as its many lakes are joined together by numerous canals and small waterways. There are many yachting harbors, efficient services, and almost all the bridges are quickly opened, even on Sundays. These lakes also have good direct connection with the old Zuyder Zee (IJsselmeer) towns and with Harlingen on the Wadden Sea. Naturally for many months of the year this corner is the scene of fascinating yacht races, water skiing, and traditional Dutch aquatic sports. This Frisian lake district covers over 22,000 acres of water, in which there is only one water level. The depth in most lakes is suitable for ships with a draught of 3ft. 3in. to 6ft. 5in.; in the large canals the draught limit is 7ft. 8in.; and in most connecting waterways it is 4ft. 6in.

In summer there is generally a good sailing wind, making long trips possible. Attractive water sports hotels, well-equipped camping and caravanning sites, and a host of people renting out boats of all kinds make this area ideal for all wishing to have a good holiday afloat.

In Groningen, near the capital of that name, and north of the woods and moors of Drenthe, there are three fine lakes: the Zuidlaardermeer, the Paterswoldsemeer, and the Leekstermeer, while near Appingedam is the Schildmeer. There are very popular yachting harbors in Delfzijl, Leeuwarden, Sneek, Drachten, Grouw, Lemmer and Sloten.

Apart from the usual attractions in the summer, special events in this region include the famous Sneek Week in the first half of August, and the spectacular Skûtsjesilen Race of old cargo yachts in July-August off various sailing centers like Sneek, Grouw, Staveren and Eernewoude.



Groningen and the neighboring parts of Drenthe offer over 30 yachting harbors and double that number of camping sites. The waterways throughout this northern region, moreover, have many miles of banks suitable for berthing.

### Region No. 2

This district comprises the Wadden Sea, the IJsselmeer and the area north of Zwolle in Overijssel. Here you can have deep sea yachting in the North Sea itself, while the Wadden Sea and the old Zuyder Zee provide fine training grounds for would-be deep sea sailors. However, a *warning* here: thorough preparations must first be made — a seaworthy vessel equipped with life-saving gear is essential, as are up-to-date charts.

In this region there is also ordinary yachting, with visits to especially picturesque and charming little places like Hoorn, Enkhuizen, Volendam, Hindeloopen, Makkum, Harlingen and Terschelling. In a number of these, the traditional Dutch costumes are worn, the restaurants provide delicious dishes, and there are large towns within easy reach for evening entertainment.

North of Zwolle the Wijden Lakes are especially suitable for vessels not drawing much water.

This region has its own series of aquatic events during the year. These include: the 100-mile race for round and flat-bottomed yachts in May-June on the Zuyder Zee; the Zuyder Zee Regatta in June at Medemblik; National Yachting Championships from Medemblik in the first half of September; and a number of special races on the Veluwemeer, Eemmeer, and Muiden.

### Region No. 3

This consists of the lakes and waters of the provinces of North and South Holland and Utrecht, and is always very popular because it is within easy reach of Amsterdam, The Hague and Rotterdam.

Here in the "middle west" of Holland are dozens of lakes all interconnected by large and small waterways, enabling you to sail through polderland from one water sports center to another. The larger lakes are lined with good restaurants, yacht harbors, and places from which boats can be hired.

On the big waterways there is a good deal of busy water transport, but visitors looking for quiet can make for the River Vecht, with lovely mansions on its banks.

Almost every kind of aquatic sport is available in this region, but it is inclined to be rather crowded, especially at weekends and

during the summer holidays. Hundreds of people living in the nearby cities have their yachts and motorboats here, so for visitors who like lots of company this is the region.

Among the very popular seasonal events here are: Easter Races at Loosdrecht; National Yacht Races on the Braassemermeer and Westeinder Plassen in May, June and July; Kaag Week on the Kager Plassen near Leiden in mid-July; Holland Week on the Loosdrechtse Plassen in July; and the Niwa Week in August on the Nieuwkoopse Plassen.

#### Region No. 4

This brings us to the big rivers of Holland: the Rhine, Meuse (Maas), Waal, Lek and IJssel. These pass through many attractive towns and villages, with an occasional lovely castle, and enable you to see almost the whole of Holland. The winding courses give a surprise at every corner, but you should hope that it is not an unwelcome surprise in the form of an unexpected monster barge using these traditional water highways of Europe. Also, you should remember that these rivers sometimes have strong currents.

A less busy waterway to be recommended is the IJssel, particularly the stretch running from Arnhem to Kampen. A small but very beautiful river is the Linge in the Betuwe, while other quiet waters are the newly-formed lakes along the Meuse, such as those near Roermond and Thorn, as well as the many old river arms in Gelderland.

The depth of the rivers and the head-room of bridges vary greatly according to the water level, but even at low levels the most shallow parts can be sailed on (range from 4 ft. 4 in. to 5 ft. 6 in.). Nearly all the bridges are movable.

These rivers are ideal for motor boats or large motor yachts, and a large part of Holland can be visited within a few days, providing a memorable holiday (especially if the weather is good). There are, of course, excellent harbors and berths along the river; that at Drimmelen, for example, is able to accommodate 1,200 boats.

An experience which should not be missed is a trip through the Biesbosch by boat or public launch. Speedboats in these waters are limited to 16 kph and may not go into recognized swimming areas.

Water sport events in this region include: National River Sailing Competitions at several places; International Biesbosch Rally in June; Arnhem-Nijmegen Race in May-June; and the Three Provinces Race on the Maas and Waal at the end of June.

### Region No. 5

The last, and most rapidly growing, area for water sports is formed by the estuaries of Southwest Holland, mainly Zeeland Province with 36 yacht harbors accommodating about 6,000 boats.

The estuaries themselves, because of the strong ebb and flood tides with a tidal range from 6 feet to 13 feet, should only be sailed by experienced crews. However, the new inland lakes being formed by the closing up of almost all of the sea arms are providing abundant opportunity for ordinary boating and all kinds of water sports. There are now many yacht harbors, such as those in Veere, Breskens, Zierikzee, Yerseke, St. Annaland and Bruinisse, as well as others along the banks of the newly-created Brielse Meer southwest of Rotterdam, the Veerse Meer between Walcheren, North and South Beveland, and the Braakman in Zeeland Flanders. Except this last lake, all the lakes and waters are accessible through canals and other waterways.

These lakes are particularly suitable for small boats and water skiing, and the many new facilities have turned this region into a complete water sports haven with varied accommodation, boating and recreation. This means that, apart from its original historical and romantic attractions, it has become one of the most popular areas in the entire country and indeed, in Europe, for a unique holiday afloat.

Most visitors, of course, will want to take advantage of the special trips available around the mammoth Delta Works, but in addition there are already the following annual events: Yacht races in Breskens in May; Hook of Holland-Harwich Race, followed by the North Sea Race in May; International Yacht Contests on the Veerse Meer at Whitsun; rallies for yachts and motor boats at Brielle at Whitsun; Zeeland Races at Zierikzee in July; and International Yacht Races on the Veerse Meer at the end of August.

### A Warning

From this quick trip around the five main water sports regions, it will be clear that there is something to please everyone. Yet at the same time, it is only fair to reproduce here the following official warning to those coming to Holland for a yachting holiday:

"Although much of Holland is almost at sea level, do not underestimate the velocity of the current in the rivers. Moreover, the influence of ebb and flood in rivers emptying freely into the sea is perceptible quite a way upriver. In general the canals have few locks compared with those in other countries. A number of these

locks in certain waters are sometimes left open for shipping throughout the summer season. Some canals may have a fairly strong current as a result of their draining into the sea. You sometimes have to pay for passage through movable bridges and locks in the small waters (bridges 10-35 cents; locks usually a little more). Many locks and bridges in important water sports centers are also operated on Sundays in the season, though usually at certain hours of the day only. However, in the west of the country there are some bridges which are opened only once or twice a day, in connection with the busy road and rail traffic. Vessels not higher than 14 ft. 6 in. can usually pass underneath without hindrance. Good, detailed marine charts are obtainable from specialist bookshops and/or nautical bureaus in the big sea-ports and inland harbors (Amsterdam, Rotterdam, Delfzijl and Groningen). On most waters you can cruise freely with a motor-driven yacht, provided that you do not exceed the maximum speed. Where necessary you can buy a permit at the entrance to the water concerned. In government harbors you can moor free of charge on the instructions of the harbor master. In the other harbors and yacht harbors you must pay berthing charges, which vary considerably."

### Taking it Easy

For those who want to see Holland by water but are not eager to do all the hard work themselves, there are several opportunities open.

There is, for example, what is called "The Dream Cruise of Holland". This consists of a three-day holiday starting every Tuesday from Amsterdam, part of it being on board a river cruiser especially designed for such trips and the other part being by coach through forests, over highways, and past charming villages. Overnight accommodation for two nights is at the Golden Tulip Hotels in Rotterdam and Arnhem. Full details can be obtained from the *Heymen Holland Cruises*, Rokin 9, Amsterdam.

Another possibility is canal cruising on a specially-equipped Dutch barge. There are 8-day holidays running from early June to the end of September, and they cover a large area of Holland with a tour leader and comfortable accommodation. Details can be had from *P. G. L. Adventure Holiday*, Station Street, Ross-on-Wye, Herefordshire, England.

### Where Fishing is a Pleasure

Angling in Holland is excellent, and there are almost as many opportunities as for sailing. The inland waters offer simple fish-

ing, while the more adventurous angler can do as much deep sea fishing as he wishes from ports in the north to ports in the south. There are even opportunities for fresh-water salmon and trout fishing in the newly-conserved Zeeland waters. Throughout the season you can cast your line and enjoy the double pleasures of a peaceful countryside and the excitement of really catching something worthwhile.

Fishing is very well organized, and the waterways are kept amply provided with new stocks every year. Angling is, indeed, the most popular Dutch outdoor recreation nowadays, and there are about 3,000,000 fishing licenses issued every year.

As with most countries, every angler must have a permit. For one ordinary rod, with a maximum of three hooks and with normal bait, this permit is obtainable from any local town hall or police station (free for children under 15), and is valid for all public waters throughout the country. For two ordinary rods or one special rod the fee is double, while there is an extra charge for the use of professional tackle of any kind. Applications to fish in non-public waters must be made to the local authorities or angling clubs, which give full details about closed seasons, minimum permitted sizes of fish and for landing on dykes, banks or harbor moles.

Fishing in the coastal waters of the North Sea and Wadden Sea is free if no more than two ordinary rods are used; other forms require a permit from the local authorities. Except for a small area in the Hollands Diep in the center of the country there is no closed season, although certain species of fish are protected as to size. Anglers should always be particularly careful not to damage, even slightly, the dykes, as just a small hole can result in the sea entering and possibly causing a breach which will flood the land behind it.

For deep sea fishing no permit of any kind is needed, but there are regulations governing the size of fish caught. There is no closed season.

Apart from the everyday type of angling in the rivers, canals and lakes, more facilities are now being provided for the adventurous fisherman. In most fishing ports all along the coast, day fishing trips are arranged on board fishing trawlers or cutters. These, of course, will take you to the regions where fish is plentiful. Rods can be hired, bait can be bought, and the boat trip costs a reasonable price. There is usually a small buffet on board.

Particularly well-organized in this respect are the opportunities available in the provinces of Zeeland, North and South Holland,



Groningen and Friesland. Most boats hold from 20 to 30 people, and groups are welcomed and given all assistance.

For deep sea fishing, Zeeland is becoming very popular, and special weekend arrangements are made for anglers. The nights are spent in a hotel, and the whole of the daytime is devoted to fun at sea. A good contact in this respect is *Holland Sea Fishing Tours*, Sint Jobsweg 58, Rotterdam, which also has attractive day trips as well as off-season rates.

In the far north, similar facilities are available in Friesland and Groningen provinces, both of which concentrate on the Wadden Sea fishing. Trips can be arranged from Delfzijl, Harlingen, Makum and Zoutkamp.

For visitors who do not want to go so far afield, there are, of course, good angling possibilities nearer the big cities. From Amsterdam, there are the nearby lakes and smaller rivers; The Hague has its own Scheveningen fishing harbor which runs deep sea trips; and from Rotterdam, there are the waters to the south which also provide various forms of fishing.

It can also be worth a trip to one of the Zuyder Zee harbors from which eel-fishing parties are arranged at night.

### Combining Water and Land

One of the special features of boating in Holland is that it is so easy to stretch one's legs at almost any time. There is always plenty of land about, and many landing places. And on much of this land there are ample recreational and sporting activities to serve as a change from struggling with wind or oars.

Many holiday makers, for this reason, spend part of their time ashore, traveling by more mundane forms of transport. Those who like wheels as well as hulls, for example, will find Holland equally rewarding, whether use is made of a bicycle (it's a good idea to have one on board), local bus and coach services, or a hired car. While pleasant secondary roads winding through picturesque towns and villages tempt the motorist to dawdle, excellent provision for pedal pushers in the form of special cycle paths make this form of exercise and sightseeing very popular. Maps can be obtained from the ANWB, the KNAC or any VVV office.

However, if you bring your own bicycle, make sure that the rear fender or mudguard is painted *white* and that you have an operable headlight and tail light for cycling after dark. A three-speed axle or gearshift is advisable, too, not because of hills but to save you from having to battle a headwind all day. (If the wind

is at your back, you will hardly have to pedal at all.) There are no customs formalities on bicycles being brought into Holland, and you can load your two-wheeler onto a train anytime you're in a hurry. Bicycles can be rented at many major railway stations, both with and without auxiliary motors. Repair shops can be found in even the remotest villages.

### Golf, Tennis, and Other Sports

Scotsmen will be dismayed to learn that the Dutch claim to have invented golf, which they originally called *kolf*. Played on ice in winter as often as not, it made use of something resembling a hockey stick to batter a grapefruit-size, leather-covered wooden ball around the countryside (you can see sample instruments at the Wassenaar golf club just north of The Hague). There are eighteen golf courses in Holland today.

Tennis is reasonably popular in Holland and there is an abundance of good courts, often in the grounds of the larger hotels. Visitors can always arrange to play in local clubs, although it is advisable to take one's own racquet and balls. In recent years Holland has produced one of the famous international players, Tom Okker, and his successes at Wimbledon and other world tournaments have given a still further impetus to this sport in his own country.

Shooting is strictly regulated by law in Holland, the average citizen being discouraged from even owning a firearm by making permits difficult to obtain. If a foreigner is invited to a shoot, he may be able to get a temporary permit. For details, write the *Royal Netherlands Shooting Association*, Josef Israelslaan 20, The Hague.

Although horseracing is a minor amusement with fairly frequent meetings at Duindigt (The Hague), Groningen and Hilversum, horseback riding can be delightful, whether you prefer sand beaches, dunes, or silvan glades. Livery stables rent mounts by the hour in all the larger cities as well as at many resorts. Your hotel can make arrangements.

Motorists can indulge themselves, too. Besides the annual spring Tulip Rally which starts in Rotterdam and ends in Noordwijk, the Royal Dutch Automobile Club organizes car and motorcycle races at Zandvoort on an enclosed track. When the track isn't in use, you can rent it by the hour and practice high speed driving yourself.

The most popular of all sports is soccer. In recent years Holland has produced some of the world's finest players and several

of its teams, such as Ajax and Feijenoord, have won all of Europe's major competitions. There are about 40 first class professional teams and many hundred amateur clubs, and the matches, played on both Saturday and Sunday, attract several hundred thousand spectators weekly.

Stateside visitors who are baseball fans may enjoy joining the Dutch in a friendly game of what they call *honkbal*. Baseball has become popular and there are six first-class leagues, apart from about another fifty clubs.

*Korfbal* resembles basketball: it is played outdoors by large teams (often men and women together) and without the advantage of a backboard. Most popular of team games is, of course *voetbal* (soccer), while hockey is much favored, and the Dutch national team has won high honors in world contests.

In recent years, American bowling has caught on and ten-pin bowling alleys are operating at Scheveningen, The Hague, Rotterdam and Breda, as well as a number of regular skittle alleys.

Cricket is a thriving activity in Haarlem, Amstelveen, and The Hague, where local elevens pitch their skill against visiting English teams or those composed of resident Britons.

Even in northern Holland, not every winter is cold enough to allow more than spasmodic ice skating. In any year when the temperature really plunges, the classic Eleven Towns Race is held, with prizes for not only the fastest skaters but also for all who have the endurance to finish. There are indoor rinks for both skating tournaments and ice hockey in The Hague, Den Bosch, Geleen, Nijmegen and Tilburg, while outdoor rinks are available in Amsterdam, Assen, Deventer, Eindhoven, Groningen, Heerenveen, Rotterdam and Utrecht. Several of these have already been used for world championship events, and the Dutch have held world and Olympic titles.

Judo enjoys a remarkable vogue in the Netherlands, especially during the winter months when outdoor exercise has little appeal. Commercially operated "sports academies" sponsor judo classes under the supervision of skilled instructors who guide their charges step by step up the various grades to the coveted black belt. In 1968 a Dutchman, who was already world champion, took two gold medals for judo at the Tokyo Olympics, while one of his pupils repeated the feat in 1972 at the Munich games. These schools are attended by cabinet ministers (is politics so tough in Holland today?) as well as youngsters only five years old.

A popular activity derives from the "trim centers" all over the country which provide facilities for every form of physical exercise. Sponsored by local civic authorities, they offer gymnastics, games

and athletics with trained personnel in attendance. Visitors are welcome; check with the nearest VVV office.

And did you know, the Dutch produced the first international chess champion, and the 1974 world checkers competition winner?

### Detailed Information

As already suggested, there should always be careful preliminary preparation for a water sports holiday, whether it be yachting, motorboating, or angling.

Holland has a wide range of organizations ready to give full details, information and help, the most important being:

*National Tourist Bureau*, Parkstraat, The Hague.

All *VVV Offices*, especially in the areas chosen for the visit, as these will give local information about accommodation, cruises, hire of boats, yachting schools, harbors and facilities.

Through the intermediary of the internationally recognized water sports organization, touring or automobile club in your own country, you can get not only considerable free advice on the navigability of Dutch waters and the applicable regulations, but also various useful publications (e.g. charts) at reduced prices. Once you are *in Holland* you can, as a member of one of the above organizations, also apply for the above to the *ANWB* offices; head office: *Royal Dutch Touring Club ANWB*, Wasse-naarseweg 220, The Hague — or the Water Tourism department of the *ANWB*, Museumplein 5, Amsterdam.

Information on the registration of fast motorboats: *Royal Dutch Motorboat Club*, Willemspark 196, Amsterdam-Z. Information on the nationally recognized types of yachts and important yacht races in Holland: *Central Bureau for Water Sports*, Van Eeghenstraat 94, Amsterdam-Z.

Information on canoeing: *Netherlands Canoeing Association*, Wollegrafstraat 49, Wormer.

Information on rowing: *Netherlands Rowing Association*, Van Eeghenstraat 94, Amsterdam-Z.

Information on water-skiing and operating motorboats: *Dutch Water-Skiing Association*, Korte Verspronckweg 4, Haarlem.

Information on angling: *General Anglers' Association*, Nic. Witsenstraat 10, Amsterdam-C.

## **THE FACE OF HOLLAND**







## AMSTERDAM

### *Holland's Gem beside the Amstel*

Nearly a thousand years ago some fishermen beached their boats on a sandbank where the Amstel flowed into the IJ, which was then an estuary of the Zuiderzee. They prospered and were joined by others. Three centuries later their village had become a trading center of sufficient importance to be granted exemption from all tolls and duties. In 1482 it was walled. Then, due in part to the decline of Antwerp under the Spanish, Amsteldam (the Dam on the Amstel) or Amsterdam rose to such a peak of influence and power during the early 17th century that its ships were seen in every port of the world.

Water was one of the keys to this spectacular development. The first canal was primarily a moat. As the city expanded, a second, then a third, then a fourth ring of canals was built, until ultimately it was possible for a cargo from the Indies to be unloaded in the heart of Amsterdam from the ship that had brought it there. Many of the houses whose upper stories were used for storing this flood of tea, spices, silks, furs, and whatnot, can still be seen. The heavy beams that jut out from their topmost gables lack only a rope and the men to pull it; the patrician mansions

seem still to echo with the steps of the burghers whose portraits were painted by Rembrandt and Frans Hals.

Water was the city's nemesis as well. Twice during the 17th century the locks were opened and the surrounding countryside flooded in defense against the attacks of Prince William II and Louis XIV. In January, 1795, however, the stratagem failed when the temperature fell and the waters froze, thus enabling Napoleon's cavalry to ride across the ice and capture the proud city for France. Even before this time, moreover, the Zuiderzee had begun to silt up. Only ships with flat bottoms and relatively shallow draft could clear the mudbanks, and this during an era when the British were learning to construct stout, deep-keeled vessels that could carry twice the cargo of a Dutch boat twice as fast. Commerce stagnated from the late 17th century until the completion of the North Holland Canal in 1825 and the North Sea Canal in 1876, while England supplanted Holland as mistress of the seas.

The Spanish also had a hand in making Amsterdam great. Not only did they suppress rival Antwerp but the dreaded Inquisition drove out liberal Catholics, Protestants, and Jews alike, many of whom settled in Holland's leading city where religious toleration and freedom of conscience also attracted certain Separatists or Pilgrims from England, some of whom in 1620 set sail for the Americas where they founded Plymouth, Massachusetts. After the revocation of the Edict of Nantes, these Flemish, Spanish, Portuguese and English refugees were joined by French Protestants. Most of the families who sought asylum in Amsterdam were hard working, thrifty and skilled in trade or industry. Their talents, their money, and their gratitude to the city that had made them welcome had a catalytic effect on the Dutch themselves.

Today, Amsterdam is a bustling, vigorous city. It is the capital of the Netherlands and with its new suburban agglomeration, has a population of about 1,200,000. It is the fourth greatest European attraction, after Rome, London and Paris and celebrated its 700th birthday in 1975.

### Practical Information For Amsterdam



**WHEN TO COME?** The peak tourist months for Amsterdam, like the rest of Holland, are July and August. June and September are almost as busy. Around Easter the place is packed because of Amsterdam's proximity to the bulb fields. If you have a choice, try to schedule your visit for May, when sunny spring days and pale blue skies make this city of canals a particular delight. However, there is always plenty going on in Amsterdam what-

ever the season, whether it be expositions such as the R.A.I. automobile show every February, concerts by the Concertgebouw Orchestra, nightlife, or whatever. Thanks to the nearby presence of the North Sea, the weather is relatively mild all year round. During the autumn months, however, there can be a depressing amount of drizzle and fog. Showers are a hazard summer and winter, but often blow themselves out abruptly.



**WHAT TO SEE?** To absorb the charm of Amsterdam and recapture something of the atmosphere of the 17th century, which marked the city's Golden Age, take one of the glass roofed sightseeing boats that pick their way

through a seeming labyrinth of canals. Then explore on foot: the stately Royal Palace on the Dam square, the Tower of Tears from which Hendrik Hudson set sail in the *Half Moon*, 1609, to discover New York and the river that bears his name. Rembrandt's house, the fascinating attic church of the Amstelkring Museum, the Begijnhof Almshouse with its memories of the Pilgrim fathers, the Mint Tower dating from 1620, and much more. Interested in art? The Rijksmuseum is one of the finest in the world; the Stedelijk Museum specializes in the Impressionists; and the adjacent gallery newly-built to accommodate a wonderful collection of paintings, prints, drawings and documentation of Vincent van Gogh is already a world-wide attraction. Among Amsterdam's 40 museums you must not miss the Maritime Museum, expanded and almost reconstructed in 1973, but still standing on 18,000 piles, if ships and the men who sailed in them stir your blood. Lovers of the Orient should visit the Tropical Museum where they can learn a great deal about the Far East with an absolute minimum of travel.

There is even an off-beat Culinary Historical Museum at Wibautstraat 220, showing the origin and development of Dutch cooking specialties, although as it is housed in the city's confectionary school it is open only on Wed. afternoons. Other possibilities are an exhibition of diamond cutting or an evening on the town. The RAI building is noted for its many exhibition and conference facilities.

Finally, just a walk around town will quickly prove that it really is the "city of 1001 bridges".



**HOW TO GET ABOUT?** If you arrive in Amsterdam by train, you'll get off at the Central Station, which stands on an artificial island in the IJ River that is moored to the shore by a cluster of bridges. More than a dozen tram

and bus lines radiate from this terminus to every corner of town. If a plane brings you to Holland, you'll land at Schiphol Airport, the world's only "underwater" airfield (13 feet below sea level), from which express buses cover the 10 miles to the Museumplein air terminal in Amsterdam every few minutes (cost f 3.75).

But a much more novel introduction to Amsterdam is to take one of the motor boats direct from the landing stage opposite the airport to your canal-side hotel, such as the Hilton or the Apollo (summer only).

Once settled, your first excursion may well be in a glass-topped canal boat. Several companies schedule departures every half hour or so from their piers alongside the Damrak and in front of the Central Station, along the Rokin and Stadhouderskade (near Rijksmuseum), and several other spots. The trip lasts about 1½ hours, during which time a multilingual guide points out and describes the principal sights. The VVV or any tourist agent can arrange for sightseeing tours by motor coach.

For 15 Dutch cents, the "informaphone" in the V.V.V. Tourist Office in front of the Central Station dispenses useful "what's on in Amsterdam today" information (in English, French, German, Dutch).

Downtown Amsterdam can best be covered on foot. When you venture farther afield by tram and bus, ask for a *kaart*, which is valid for several rides and saves you the nuisance of having to buy individual tickets. That red box on the back of certain trams is just what you think it is . . . a mailbox.

Taxis are metered. You pay the amount indicated which includes a 15 % tip.

When you get tired, drop in at the Amsterdam Club, specially for tourists, at the VVV Tourist Office, Rokin 5, behind the Dam Square: it's a home from home, with reading room, lounge and secretarial services.



**HOTELS.** Most of the Amsterdam hotels are to be found inside the concentric canals that ring the downtown area. During Easter and the peak summer months they fill to bursting point. Thus, if you arrive anytime between June and September without a reservation you run the risk of finding all the better hotels fully booked. In an emergency, invoke the aid of the local V.V.V. tourist information office at the Central Station (open 9 a.m. till midnight) or Rokin 5 (open 9 a.m. till 5:30 p.m.). Breakfast is included unless otherwise noted. Hotels tend to be overpriced so be sure of your category.

### LUXURIOUS

**AMSTERDAM HILTON**, Apollolaan 140, 376 rooms with bath, and a *Garden Wing* of 100 rooms. Glassed-in floral garden, heated in winter. On the main floor is *The Diamond* restaurant for sophisticated dining, and the *Half Moon Bar*. Famous for dances and receptions. KLM buses call each way. Solves parents' problems by organizing "Fairylend Tour of Holland" for children.

**SCHIPHOL HILTON**, at the airport; 250 beds, also 14 rooms with refrigerator/bar, divan bed, 24-hr. room service, specially for inter-flight business meetings. Indoor pool.

**AMSTEL**, Prof. Tulpplein 1, 105 rooms with bath. Situated on the Amstel River, it has a reputation for solid comfort and attentive service. Its terrace is delightful in summer. Now belongs to a leading British chain, and is still "the" place to stay — if you can get in.

**APOLLO**, Apollolaan 2 (main entrance on Stadionweg), at junction of five canals, has 450 rooms each with bath. There is a fine restaurant, private landing stage and large car park.

Owned by Trust House/Forte group. (Do not confuse this with a less pretentious *Apollo* close by.)

**OKURA.** First Japanese-owned hotel in Europe. On Amstel Canal. 443 double rooms, 20 suites, studios and Japanese-style rooms. Authentic Cantonese and other restaurants; 14 meeting halls.

**L'EUROPE**, Nieuwe Doelenstraat 2, opposite the Muntplein with a view of the Amstel. 85 rooms with bath; more comfortable than its Victorian façade suggests. Excellent restaurant for dinner and *Le Relais* for grills.

**PULITZER** (formerly Howard Johnson Hotel), Westertoren, converted from a row of restored 17th-cent. houses: 175 rooms, each with bath and attractive old-style décor. Restaurant, bar. A Golden Tulip hotel.

**MEMPHIS**, corner De Lairesestraat and Corn. Schuytstraat, 90 rooms with bath or shower; furnished in French style. Good restaurant.

**HOUSE OF QUEENS**, Prins Hendriklaan. Only 12 rooms but each a work of art clustered round a graceful staircase; pleasant atmosphere.



**FIRST CLASS SUPERIOR**

**MARRIOTT**, Leidsebosje. 400 rooms, five restaurants, garden dining and several deluxe suites. Within walking distance of city center.

**ALPHA**, Europa Blvd., is Holland's largest hotel, with 1,200 beds, several restaurants.

**SONESTA**, Hekelveld, close to Singel and Central station. 380 rooms in unique restoration of 3 patrician mansions. New.

**DOELEN**, Nieuwe Doelenstraat 24, 80 rooms, most with bath. Traditional, old fashioned comfort; ask for room on quieter canal-side.

**ALEXANDER**, Leidsestraat, 25 rooms with bath, is above and belongs to the *Dikker en Thijs* restaurant.

**ADDA-PARKHOTEL**, Hobbemastraat 1, 183 rooms, most with bath. Some suites. A step away from the Rijksmuseum and next door to the Vondelpark. Ten minutes from center. Recently re-conditioned.

**VICTORIA**, Damrak 1, opposite the station, though separated from it by a canal. 140 rooms, most with bath.

**AMERICAN**, Leidsekade 97, 126 rooms, 75 with bath. Next door to the City theater, a few minutes from the center of town.

**KRASNAPOLSKY**, on the central Dam, and near the station, 255 rooms, most with bath. Many rooms for public functions, which are often held here. A Golden Tulip hotel.

**FROMMER**, Nieuwe Looiersgracht 37, incorporates façades of 17th-century mansions and furnished in 17th-cent. style. 90 rooms, restaurant, bar.

Another **FROMMER** hotel, with 400 rooms, is in Badhoevedorp, near Schiphol Airport with car shuttle service to the airport and to the Amsterdam Frommer. Has restaurants, 24-hour coffee shop, bar.

**SHERATON MOTEL**, near Schiphol Airport. 168 rooms. No charge for youngsters under 17; pets welcome.

**CARANSA**, Rembrandtsplein 19, has 70 rooms with bath, restaurant.

**CREST HOTEL**, de Boelelaan 2. 263 rooms with bath or shower on 16 floors, also penthouse suites. *Bour-gogne* restaurant, coffee shop, bar.

**FIRST CLASS REASONABLE**

**AMSTER**, Center Hotel at Herengracht in city center. 110 rooms with bath. Restaurant and conference facilities. New.

**CENTRAAL**, Leidsebosje, Stadhouderskade 7. Near Vondelpark and Leidseplein, ten minutes from downtown. 119 rooms, 65 with bath. A Golden Tulip hotel.

**CONCORDE**, Willemsparkweg. Another quiet location; good service. Has 70 rooms, about 40 with bath.

**ROODE LEEUW**, Damrak 93. Central situation on main street. Pleasant sidewalk terrace. 80 rooms, 44 with bath.

**CARLTON**, hotel-garni, Vijzelstraat. Very central but rather noisy. Has 150 rooms, 85 with bath.

**EUROMOTEL E9**, Joan Muyskenweg, on the main road to Utrecht. 108 rooms with shower.

**EUROMOTEL AMSTERDAM**, Sloteweg. On west side of highway to The Hague and Rotterdam, and about 15 mins. from city center. 80 rooms with shower. Restaurant, snackbar and auto service.

**DELPHI**, Apollolaan. Small but friendly, 33 rooms with bath.

**MODERATE**

*Sanders*, Jaç. Obrechtstraat 69. Family atmosphere, excellent service.

*Beethoven*, in Beethovenstraat, good if you are sightseeing all day. 52 rooms, half with bath or shower.

*Museum*, P. C. Hoofstraat, good for short stay. 150 rooms, 12 with bath.

**Schiller, Rembrandtsplein.** In the heart of the "night life" area. Lively and reasonable attention. 76 rooms, half with bath.

**Casa Academica,** James Wattstraat. Open June through September, it is a student's hostel the rest of the year. Staffed by professional hotel workers and students; all the amenities of a hotel—American bar, two restau-

rants, sun lounges and a nursery for the kids. 400 rooms, each with shower.

### INEXPENSIVE

The *Cok Young Budget Hotel Group* has five hotels in Amsterdam at: Koningslaan 1; Koninginneweg; Jan Luykenstraat; Willemsparkweg; and van Eeghenstraat. All are simple but comfortable, with several beds per room at rock-bottom rates.



**RESTAURANTS.** Amsterdam has an abundance of excellent restaurants, a number of which offer the unusual and interesting Indonesian *rijsttafel*. Service tends to be formal—be prepared for the spectacle of your waiter in

white tie and tails at noon in the most expensive establishments—and unhurried, the Dutch don't believe in rushing at mealtime. If all you want is a light lunch and an opportunity to sit down, try one of the sidewalk cafés and ask for an *uitsmijter* (fried eggs on a slice of cold beef or ham on buttered bread). In winter, *erwtensoup met worst* (pea soup with sausages) is a traditional between-meals snack. An hors d'oeuvre so ample it can stand by itself is *russische eieren* (Russian eggs), a salad-type of dish with hard-boiled eggs, tiny peeled shrimp, anchovies, mayonnaise, cold vegetables, and the like. *Loempia* is a crisp, hot, Indonesian egg-roll that is served in many lunchrooms. Snack-bars are usually good.

In the listing below, (E) stands for expensive, (M) for moderately expensive, and (I) for inexpensive.

**'t SWARTE SCHAEF (E), The Black Sheep,** Korte Leidse Dwarsstraat, corner of Leidseplein, dates from 1687. Has one of the largest wine cellars in Europe. Cooking reasonably good, but prices on the high side.

**DIKKER EN THIJS (E),** Leidsestraat 82. Elegant and formal. Good French food; service shows obvious staff problems. The *Café du Centre*, ground floor, elegant, is for expensive lunches, snacks or tea. Downstairs, next door, is the *Prinsenkelder*; same fine food for less money, and more informal.

**FLAMBOW Bar and Grill (E),** Keizersgracht 464. Small, modern, and friendly. Excellent for late suppers and after-theater dining.

**THE DOUBLE W (E),** Utrechtse-dwarsstraat. A real steak-house which knows the meaning of hospitality. Very attractively furnished, and although prices are high, the barbecued food is well worth it.

**EXCELSIOR (E),** Nieuwe Doelenstraat 2. A close rival of Dikker en Thijs for flawless French cooking and elegant atmosphere. Located in Hotel de l'Europe, shares its view of the Amstel river.

**DE SILVEREN SPIEGEL (E),** Kat-tengat 4, is a not-so-familiar place which its patrons like to keep quiet about. Fare is excellent, but prices are not low by any means.

**DE DEYSELHOF (E),** a tasteful 19th-cent. farmhouse restaurant at Landsmeer, a village 10 miles north of the city through the IJ Tunnel, an easy taxi ride away. Some of the best Dutch/French food on this side of Holland, featuring all seasonal delicacies.

**THE GREAT AMERICAN DISASTER (M),** Singel 426. For great charbroiled hamburgers, steaks and chili.

**DE OESTERBAR (M),** Leidseplein. Specially for fish fiends. A very wide

range of seafood as well as prices.

**ADRIAN (M)**, old Dutch house at Reguliersdwaarsstraat 21. French cuisine, good wines. Expensive but worth it.

**CHALET SUISSE (M)**, Leidseplein 10a. Noted for its generous helpings of Swiss-Italian fare. Bursting with animation.

**DE GRAVENMOLEN (M)**, Lijnbaansteeg 5-7. Offers excellent cuisine, well recommended.

**LIDO (M)**, Leidseplein, completely rebuilt with grill restaurant. Polynesian dining-room and Chelsea pub.

**FINCH's (M)**, Amstel 100. Good steaks and chops but limited choice of other dishes.

**DORRIUS (M)**, Nieuwe Zijds Voorburgwal 336. Another businessmen's haunt, not far from the above, where the emphasis is on serious eating.

**HEINEKEN'S HOEK**, Kleine Gartmanplantsoen 7-9, is good for moderate-priced lunches.

**NEPTUNUS (M)**, Rokin 87. All types of fish specialties.

**DU CHAT QUI PELOTE (M)**, Zeedijk 16. A limited menu but an enchanting location by the water, near the station.

**HET BEGIJNTJE (M)**, almost hidden away behind Kalverstraat, is a real delight with friendly service.

**FROMMAGERIE CRIGNON (M)**, behind the New Church in Gravenstraat, specializes in fondue and a host of other cheese dishes. Prices match the attractive style.

**ABRAHAM KEF, (M)**, in Marnixstraat, is a good example of several cheese and wine shop/restaurants going all out on cheeses of many lands.

**DE BOERDERIJ (M)** Korte Leidse-dwaarsstraat 69. The place for chicken

on a spit, good wines, and cheerful surroundings.

**HET BEGIJNTJE**, Begijnsteeg 6. Friendly, cheerful, very fine food and service; small and cosy.

**DE GOUDEN LEEUW (M)**, Keizersgracht 402. Not so much a restaurant as an intimate dining-room. Good cuisine.

**DE GROENE LANTERNE (The Green Lantern) (I)** Haarlemmerstraat 43. Three floors high but only 5 feet wide, this is the narrowest restaurant in all Holland. Near Central Station.

**BISTRO LA FORGE (I)** off the Leidseplein, is a new competitor in the eating marathon, and is one of a chain run by Antoine Fagel, a former ballet dancer. Food is acceptable.

#### Continental

**LA PERGOLA (M)**, Amstel 20. Just the place for Italian dishes, with the pizza especially fine.

**KOPENHAGEN (M)**, Rokin 84. As its name implies, this is the place for Danish snacks and full meals.

**BOSNA (M)**, Kalverstraat 103, is worth trying if you want to experiment with Yugoslav dishes.

**ISTANBUL (M)** Keizerstraat 770, will introduce you to Turkish delights.

**LA LUNA ROSSA (M)**, 1e. Const. Huygenstraat. Good Italian food in congenial atmosphere.

#### Oriental

There is a wide variety of Oriental food available in Amsterdam, not only in the special Chinese and Indonesian restaurants, but also in a number of regular Dutch establishments. Particular attention should be paid to the Indonesian *rijsttafel*, which is described in the chapter, *Dutch Foods and Drinks*.

**SHANGHAI (E)**, Kerkstraat 47. Try this for a unique Chinese meal.

**KYO (E)**, Jan Luykenstraat 2a. Known as a mecca for oriental food. Reservations advisable; closed Sundays.

**SURABAYA, N.Z.** Voorburgwal 272. Large portions and reasonable prices.

**DJAKARTA (M)**, Nieuwendijk 89. Good variety.

**DE ORIENT (M)**, van Baerlestraat 21. Worth trying for something different.

**TOGA (M)**, Weteringschans 128. The most authentic place for Japanese food in Holland. Attractive.

**CHINA (M)**, Rokin 20. Good for sharkfin soup and similar fare.

**BALI (M)**, Leidsestraat 95. Fast for a day before you come here or you won't be able to finish half of what they bring you. The *saté* is delicious, and so is everything else.

**MADOERA (M)**, Reguliersdwarsstraat 86. For Far East atmosphere along with your *rijsttafel*.

**PEKING (I)**, Vijzelsgracht 28. For

authentic Chinese food.

### For an Apéritif or Liqueur

**WIJNAND FOCKINK**, Pijlsteeg 31. Just east of the Dam at right angles with Warmoesstraat you'll find this narrow alley. Turn in under the doorway with the naked Bacchus and the date 1679, and you'll discover a pint-size bar with a list of drinks that stagger more than the imagination. Ask for a *half-en-halfje* (never mind what it's made of), and when it comes in its cone-shaped glass, do *not* pick it up. Tradition demands that you stoop and take the first sip without using your hands. Closes 7 p.m. and Sundays.

**BOLS TAVERNE**, Rozengracht 106. After visiting the fascinating Lucas Bols Museum '*t Lootsje*, Rozengracht 103 (open 10-5 weekdays, 10-12 Saturdays, by appointment only) pop across the road to a delightful 1650 house and sample Bols products in a 17th-century atmosphere.

### British Pub

For homesick Britons, *Finch's Pub* at Amstel 100 is a relation of the King's Arms, Fulham Road, London.



**ENTERTAINMENT.** In the music department, Amsterdam's famous Concertgebouw Orchestra ranks among the foremost in Europe. It plays in the *Concertgebouw*, Van Baerlestraat 98. Tickets for its performances are so much in demand that people are seated on stage left and right of the orchestra as well as in front. The same building has a smaller auditorium that is used for chamber music, recitals and even jam sessions. As for opera, the Stadsschouwburg, Leidseplein, is the home of the Netherlands Opera. It is also used for plays, which are normally presented in Dutch. (During the Holland Festival, foreign companies perform).

Movie theaters (cinemas) are scattered throughout Amsterdam, the biggest concentrations being in Kalverstraat and Reguliersbreestraat. Performances begin at fixed hours, often 1:30, 3:45, 7:15, and 9:30 p.m. *Cineac*, Reguliersbreestraat 31, shows newsreels and documentary films continuously from 9 a.m. until midnight weekdays, from 11:30 a.m. until midnight Sundays. Smoking is forbidden in all theaters and movie houses.



**NIGHT LIFE.** In the past few years the nightclubs of Amsterdam have grown much more daring than those in Paris and more notorious than those in Hamburg. Some "experts" say they are more exciting in every sense

of the word than in any other city. To the tourist they present a strange anomaly, because while on the one hand the Dutch have always been noted for a strict morality verging on puritanism, they are also stern upholders of absolute freedom. The wide wave of sex freedom has certainly engulfed Amsterdam, where its effects are seen not only in the most bawdy nightclubs presenting every type of "live" show, but also in a rash of porno shops offering a variety of magazines, films and sometimes bizarre articles.

Amsterdam's red light district remains one of its chief sexy attractions with scantily-clad girls displaying their charms in bright windows by day and night under the unobtrusive eye of the police. This scene attracts the curious onlooker as well as the participant and a stroll around this area can be a pleasant evening's ramble.

Although the police vice squad tries to stop the most daring of the nightlife "attractions", they have to close their eyes to most of them: indeed, the fact that the most bizarre of them change their location every week or so (from bar to bar, or from houseboat to houseboat) makes police vigilance largely impossible.

For obvious reasons, most of the way-out places do not advertise their location, and sources of information are the usual world-wide ones: hotel porter, taxi driver, head barman or waiter, who will certainly require a tip of, say 5 fl. But beware—you may find yourself in a "live" show that just might shock you beyond your wildest expectations! Another warning: Amsterdam has a number of regular homosexual meeting-places in which the heterosexual is not welcome. So, should you conform to the latter and happen to stroll into a bar populated entirely by males, or females, best walk out at once. In Holland, homosexuality is not frowned on too harshly: at worst, it is tolerated. There is even a registered homosexual political party consisting of both sexes.

Although at night private rooms become public bars and some discothèques (such as *Voom-Voom* in Raamstraat and *Toy-Toy* in Prinsengracht) offer more than they appear to, Amsterdam's real nightlife is concentrated in three areas: the Leidseplein and Rembrandtsplein which have a chain of dinner-cum-dancing-cum-floorshow joints, and the old sailors' quarters known as the Zeedijk, where things are not so refined and are much noisier. The big clubs advertise themselves well, but the best fun is obtained at the intimate bars and cabarets.

All the nightclubs and bars within the three areas mentioned above can be regarded as "safe" for the tourist in a physical sense, though some may make heavy demands on your purse. The same goes for places recommended by your hotel porter. Wandering off on your own down side streets and back alleys is another matter, but probably at worst, it entails the complete depletion of your pocket book.

The regular nightclubs listed below are generally acceptable to all but the primmest of maiden aunts (although some go in for fairly spectacular strip-tease), and are as daring as the average person would want. Most are open from about 10 p.m. to 2 a.m., or even 4 a.m., and serve drinks which are not usually excessive in price. You may find, however, that one of them might have moved or changed its name, so check your choice with your hotel porter or even with the VVV. The list below is in alphabetical order, but not necessarily in order of merit or price.

**BAMBOO BAR**, Lange Leidsedwarsstraat. Informal, comparatively cheap, relaxing and international. Has the longest bar in Amsterdam.

**BIRDS CLUB**, Rembrandtsplein. The slickest place if you want to be "with it." Membership for a tourist is easy. When you get tired of sitting



at the *Penny Bar* (made up of 35,000 Dutch coins), go to the *High Bar* from which you can look down on whirling go-go girls before you try dancing in the *Bird Cages* (literally). A mixed clientele, moderate prices.

**BLUE NOTE**, Leidseplein. One of the best and most respectable, even though occasionally daring. Many specialty acts, sometimes a topless girls' band, and discreet lady friends available. Open until 4 a.m.

**CARROUSEL**, Thorbeckeplein. Informal but attended by the top people. Waiters are prone to jokes, while there are unannounced turns as well as a regular floorshow. Take your own instrument along if you have it, for you will be welcomed as a player.

**CASINO**, Leidseplein 31. The show starts at midnight and the customers stay until dawn. The most cosmopolitan place in town.

**COUPE DE PARIS**, Leidsekreisstraat. Constructed out of an old French railcar and is more of a discothèque than a club.

**EXTASE**, Leidseplein. Dancing and good entertainment, average prices.

**THE KICK**, Leidsekreisstraat. Lives up to its name. Really unusual décor, drinks and entertainment. The building used to be a church, now enlivened by the most modern of music.



**SHOPPING.** Amsterdam's chief shopping streets, which have largely been turned into pedestrian-only areas, are the dignified Leidsestraat, the brighter Kalverstraat, the Rokin, somber and sedate, where the best antique dealers choose to stand, the Nieuwe Spiegelstraat where a series of old curiosity shops cluster together, the P. C. Hooftstraat strewn with small attractive boutiques favored more by the resident than the tourist, and the Beethovenstraat, which converges with the Stadionweg, where the smart residential south lives and buys.

For diamonds, silver, pewter and Delftware, see our *Shopping* chapter earlier in this book.

**KING'S CLUB**, Korte Leidsedwarsstraat. Intimate, plush disco; not really a club.

**LOUIS SEIZE**, Reguliersdwarsstraat 88. Strip shows and international variety.

**MOULIN ROUGE/PLAYBOY CLUB**, Thorbeckeplein. This is really three clubs in one, and even has a three-ring "circus" advertised as having the best sex show in town, a claim which is nearly correct. The oriental section provides you with a Japanese "happi-robe" to wear instead of your coat. Plenty of strip-tease.

**TROCADERO**, Rembrandtsplein. The outside pictures look a little more teasing than the actual girls inside. But this is a good club for an evening's fun. Not extravagant prices for what you get.

**TROPICANA**, Leidsekreisstraat 7, for South-American atmosphere.

**TUF-TUF**, Handboogstraat 11. A revved-up discothèque, decorated with old wheels. Music described as the sound of action, drinks reasonable.

**ZIRBELSTUBE**, Korte Leidsedwarsstraat. This is the place where Amsterdammers sing themselves hoarse. Very Austrian in every sense. A gigantic wine list, including 60 of the ordinary variety and about 20 champagnes. A great combination of piano, zither and guitar.

**Jewelers** abound in this diamond cutting capital. *Begeer van Kempen en Vos*, Leidsestraat 79, high reputation and long standing. *John van der Vet*, Koningsplein 13, can set diamonds most reasonable according to your design

within a day. For the past 100 years, *G. Schoorl*, Rokin 42, has been trading in old silver trinkets, carved boxes, serving utensils, small sailing ships.

For the amateur **antique** admirer, a stroll down the Nieuwe Spiegelstraat can be most rewarding. Pause before a score of windows full of beautiful old chairs and other antique furniture, pewter plates, tiles, copper kettles, and old-style gold earrings. At No. 64, for example, there is a choice of over 5,000 tiles covering several centuries and everything from birds to Biblical scenes.

**Art treasures.** Amsterdam is recognized as the fourth most important center in the world for commercial art galleries and art auction rooms. Among the galleries worth visiting are: *M. L. de Boer* of Keizersgracht 542; *D'Eendt* of N. Z. Voorburgwal 306; and *Magdalene Sothmann*, N. Z. Voorburgwal 284.

*P. de Boer* at Heregracht 512 has a wonderful gallery; and you would do well to look in on the renowned auction rooms at *Paul Brandt*, Keizersgracht 738. For this sort of shopping it is best to ask the hotel porter for auction dates, and he will also be able to tell you the locations and timings of the popular street markets at which antiques are often available (but make sure you are not taken for a "foreigner" with lots of money to spend!).

**Porcelain and Interiors.** *De Porceleyne Fles*, Muntplein 12, offers a fine choice of Royal Delftware, also Meeuw's famous modern pewter in ostrich-necked jugs, plump bowls, straw-handled tea and coffee services. Fine porcelain, particularly imported Wedgewood, is obtainable at *Van Gelder & Co.*, J. Rebelstraat (closed Saturdays), or in their narrow branch store at Van Baerlestraat 40. *Muller*, Rokin 66 (closed Mondays), is noted for the excellence of its crystal collection. *Focke & Meltzer*, Kalverstraat 152, established in 1823, enjoys an outstanding reputation and displays in its handsome modern interior an unusually fine selection of Royal Delftware, Leerdam and Maas-tricht crystal, as well as china and crystal of famous makes from 17 other European countries.

**Boutiques.** These abound and it's within the realm of possibility to find something attractive without spending a fortune.

**Clothing.** Most shops have a wide range of French and other foreign clothes, while Dutch ready-to-wear fashions are greatly improved and reasonably priced.

**Books.** Book shops have a very large selection of new editions, second-hand books and even collectors' items in many languages, and so are often worth browsing in for half an hour or so. Bargains can also often be picked up during a stroll through Oudemanhuispoort, a unique market, between Kloveniersburgwal and Oudezijds Burgwal. Don't be put off by these tongue-twisting names; they're easier to get to than pronounce.

**Miscellaneous.** Go to *Jacob Hooy* at Kloveniersburgwal 12, an old-style delicatessen filled with herb pots and drawers of spices in which the firm has been dealing for well over two centuries. You will learn a lot about oriental and exotic flavorings there. If, however, it is cheese you are after, make for *De Fransekaasmaker* at Marnixstraat 192. They sell 65 different varieties of cheese from many lands.

Lazy (or over-tired) shoppers could do worse than call in at one of the big department stores like the *Bijenkorf* where almost everything is obtainable under one roof. Although not quite so large as Macy's in the U.S. or Selfridges in England, it's got just about everything.

**Volendam and Edam.** Most visitors to Amsterdam find their way to Volendam. This area blatantly caters to tourists, and although there is some local craftsmanship most of the souvenirs are very ordinary. For something different try the showroom of *Ambacht en Kunstnijverheid*, Ventersgracht 2, and ask to see plates and cups designed by Marius de Leeuw and Daan Wildschut.

This locally baked product seems more attractive than the imitation Delftware and fake copper goods offered elsewhere.

Not far from Volendam lies Edam, which has given its name to a popular kind of cheese. Heaps of yellow balls, wrapped in red cellophane, stand piled before every milk shop in town. Here, you might learn something about Dutch cheese—at least so that you will recognize the three main types. Edam is made from lightly skimmed milk with 40 % fat content, in globular form. Gouda cheese is produced from whole milk and takes a flat, cylinder form. Leiden cheese comes from skimmed milk with a 20 % or 40 % fat content, flavored with caraway seeds. If you like your cheese soft and mild ask for young cheese, but if you prefer it with a strong tang, demand medium aged or really old.



**MUSEUMS.** Amsterdam has almost half a hundred museums. Most important, of course is the *Rijksmuseum*, Stadhouderskade 42, a vast Victorian red brick building that stands facing the outermost of the city's concentric canals. Open weekdays from 10-5, Sun. and holidays 1-5, it houses the most complete collection of Dutch painting in the Netherlands, with special emphasis on the 17th-century masters. Rembrandt's huge and imposing "Night Watch" has a corner to itself. There are conducted tours at 11 and 2:30 daily, on request. Other divisions house Asiatic and graphic art, a print room with ancient and modern drawings, a library containing 35,000 books on art, and Dutch sculpture and decorative art up to the 19th century. Well over 30 galleries of 18th-century furniture, glass, porcelain, gold and silver, make it the largest collection of its kind in Europe. A pleasant café-restaurant beside the main entrance hall can restore you with anything from coffee to a meal. Many of the museums noted below *close one hour earlier in winter*.

*Stedelijk Museum*, Paulus Potterstraat 13, open weekdays 10-5, Sun. 1-5. Full of very pop and op modern art.

*Van Gogh Museum*, next door to the Stedelijk Museum. An unrivalled collection of 200 paintings and 400 drawings by the great artist, along with a library and documents. Same hours as the Stedelijk Museum.

*Rembrandt's House*, Jodenbreestraat 4, open weekdays 10-5, Sun. and holidays 1-4. Dating from 1606, this fascinating house was the home of the painter from 1639 to 1658.

*Anne Frank Museum*, Prinsengracht 263. The house in which the young Jewish girl Anne Frank, author of the famous diary, hid from the Nazis during World War II. The rooms where the family was hidden are open to visitors and there are other moving wartime exhibits. Weekdays from 9-4, Sun. 12-4.

*Tropenmuseum* (Tropical Museum),

Linnaeusstraat 2, open weekdays 10-5, Sun. 12-5. Imaginative displays of West Indian and Far Eastern art, anthropology, music, religion, drama.

*Amstelkring Museum* (*Our Lord In The Attic*), Oudezijds Voorburgwal 40, open weekdays 10-5, Sun. 1-5. From the outside this is a typical merchant's home dating from the 17th century. Inside on the top floor, however, is a remarkable attic Catholic church that dates from the Reformation period in Holland when non-Protestants were forbidden to worship. Every room is a delight.

*Scheepvaartmuseum* (*Maritime Museum*), Kattenburgerstraat 1, open weekdays from 10-4, Sun. 1-4. Historical ship models, paintings, prints, maps, nautical instruments.

*Madame Tussaud's Museum*, Kalverstraat 156. Tells the story of Dutch people and events through the ages in life-size wax models. Open daily 10-6, Thursday 10-9:30.

*Jewish Historical Museum* (Weigh House), St. Anthonispoort on Nieuwmarkt, open weekdays 10-5, Sun. 1-5.

*Amsterdam Historical Museum*, Kalverstraat. Worthwhile depiction of the city from earliest times. Interesting coffee and diamond trade exhibits; fascinating collection of jewelry. Fairly good restaurant, too.

*Allard Pierson Museum*, Sarphatistraat 131, open 1-5 daily except Tues. and Thurs. Archeological finds from Mesopotamia, Egypt, Greece, Italy.

*Willet Holthuysen Museum*, Herengracht 605, open weekdays 10-5, Sun. 1-5. A typical 17th-cent. patrician mansion.

*Six Collection*, Amstel 218, the

home of the Six family; you can visit it by obtaining an introduction-card from the Rijksmuseum. Ten generations ago, Jan Six was, among other things, a patron and friend of Rembrandt, who painted his portrait, which still hangs here.

*Bijbels Museum*, Herengracht 366, open Tuesday to Saturday, 10-5. Biblical antiquities from Palestine, Egypt, and Mesopotamia.

*Fodor Museum*, Keizersgracht 609; displays works by young modern artists which are also for sale. Well-known as a lunch-pause museum, where snacks are obtainable. (No connection with the publishers of this Guide!)

**BOTANICAL GARDENS, ZOO, AQUARIUM.** Just east of downtown Amsterdam (trams 7, 9, and 10, or bus 11) is a natural history complex well worth a visit when you want a change from museums. First the Hortus Botanicus or *Botanical Gardens*, with hothouses and nurseries. A block farther along is Natura Artis Magistra or the *Zoo* (Plantage Kerklaan 40, open daily from 8:30 till dusk), with everything from insects to elephants. A rarity are the European bison, which are now extinct outside captivity. At Plantage Middenlaan 53 is the *Aquarium* (open 9-6), whose electric eels are stimulated periodically into lighting up a string of bulbs.

**USEFUL ADDRESSES.** *Tourist Information Offices* (V.V.V.): in front of the Central Station (open daily, including Sun., from 9 till midnight, tel. 24-92-22) and Rokin 5 (open daily 9-5:30, tel. 66-444). Commercial travel bureaus include *American Express*, Damrak 66, tel. 62-042; *Wagons-Lits*; *Cook*, Dam 19, tel. 65-511, and *Amstel Hotel*; *Lissone-Lindeman*, Damrak 91 (tel. 62-448) and Dam 10 (tel. 23-09-51); *Havas-Exprinter*, Leidsestraat 106, tel. 24-69-49.

The *American Consulate* is located at Museumplein 19, tel. 79-03-21; the *British Consulate* is at Herengracht 460, tel. 23-34-90. *Police Headquarters* is at Elandsgracht 117, tel. 62-456.

For a *taxi*, telephone 77-77-77, giving your address (at a hotel the desk clerk will do this for you). The *Avis-Rent-A-Car* licensee is the N.V. *Amsterdamsche Rijtuig Mij.*, Keizersgracht 485, tel. 23-48-34. *A.N.W.B.* (for breakdowns etc.) tel. 224-466; information service tel. 314-391.

## Exploring Amsterdam

By whatever means you arrive in Amsterdam—ship, train, plane, or car—you will necessarily be struck by the symmetrical rings of canals and the 1,000 bridges lacing them together. They are the most characteristic features of this delightful bourgeois city whose character is indelibly stamped with the taste and philosophy of the early 17th century. Time has vindicated its builders,



and if few of the stately patrician houses are still owned by merchant princes, few have been allowed to fall into disrepair. Nowhere else in Europe has so brief a moment of history been so faithfully preserved for the delectation, and perhaps the envy, of our ultrasonic age.

A glance at the map confirms the relatively ordered layout of Amsterdam's heart. Imagine a horizontal line with a dip in its middle. The left-hand side of the line is the North Sea Canal, an engineering accomplishment of the first magnitude that cuts a 15-mile swath through what was once sand dunes to provide a direct outlet to the ocean. The right-hand side of the line is the IJ River (pronounced "eye"), which once flowed into the brackish Zuiderzee and thence into the North Sea by a round-about route that led north past Hoorn, Enkhuizen, and Den Oever. Today, of course, the Zuiderzee is a fresh-water lake called the IJsselmeer in honor of this selfsame river. Along both sides of this line is a complex of piers, harbors, drydocks, warehouses, cranes, and other maritime facilities that testify to Amsterdam's importance as a center of world trade.

The dip in the middle of our hypothetical line marks the point at which an artificial island was built to receive the Central Station (1889), whose elaborate towers and cluttered façade were designed by Cuypers in a style that is euphemistically called Dutch Renaissance. The medieval core of Amsterdam, marked by a confusion of waterways that have since been partially filled in, is directly below this dip and thus within a few minutes' walk of the station itself. Around this core you'll notice four semicircular rings of canals, with two more at a somewhat greater distance. The innermost one is called the Singel; the outermost, the Singelgracht. Between them are the Herengracht, the Keizersgracht, the Prinsengracht and the Lijnbaansgracht (or the Lords' Canal, the Emperor's Canal, the Princes' Canal and the Ropewalk Canal). Planted with elms and lined with gabled, red-brick mansions and storehouses, they are best explored on foot. A favorite itinerary takes about an hour and follows the east or inner side of the Herengracht from the Raadhuisstraat (behind the Dam and the Royal Palace) to the south and then the east as far as Thorbeckeplein and Reguliersgracht. Americans may wish to detour briefly to the building at Singel 460, today used for auctions, where John Adams obtained the first foreign loan (\$2,000,000) of the infant United States from the banking house of Van Staphorst in 1782. Other loans from this and other houses soon followed to a total of \$30,-



000,000, a generous Dutch gesture of confidence in the future of America.

Everything within the Singelgracht or outermost canal is called the Centrum. Everything beyond belongs to the modern development of Amsterdam and is subdivided into West, Zuid (south), and Oost (east). Knifelike, the broad Amstel River pushes its way between Zuid and Oost into the Centrum, where its waters are partitioned into three canals, eventually mingling with the IJ. Visitors may also be interested in Amsterdam's two tunnels, one under the IJ and the other leading to the Zaan area.

### From the Central Station to the Dam

As you emerge from the Central Station, the Haarlemmerstraat lies just to the right. A tablet at No. 75 (now an orphanage) commemorates the occasion in 1623 when the directors of the Dutch West India Company planned the founding of Nieuw Amsterdam on the southernmost tip of the island of "Manhattes." Two years later the first permanent settlement was made, followed in 1626 by the purchase of a good part of the island from the native Indians "for the value of 60 guilders." In 1664, the colony was seized by the English and renamed New York.

The street directly opposite the station is Prins Hendrikkade, where, to the left and beside the St. Nicholas Church, you'll note the tower of the Schreijerstoren at the angle of Geldersekade and Oudezijds kolk. Erected in 1487, it is sometimes called the "tower of tears," and a tablet marks the point from which Henry Hudson set sail in the *Half Moon* on April 4, 1609 on a voyage that took him to what is now New York and the river that bears his name. The "Weeping Tower" is now used as a combined reception and exposition center and old-world tavern. Its new name is *Half Moon*; it is available for small parties. It also houses the world's first diamond museum. Farther left (east) at No. 131 is the house of Admiral De Ruyter, who, among other things, sought to avenge the English capture of Nieuw Amsterdam by sailing up the Thames and creating a panic in London.

More or less behind the Schreijerstoren at Oudezijds Voorburgwal 40 is the Amstelkring Museum whose façade carries the inscription "Ons' Lieve Heer Op Solder," or "Our Dear Lord In The Attic." In 1578 Amsterdam embraced Protestantism and, just as reformist sects had previously been forbidden by Catholicism, forbade the Church of Rome. So great was the tolerance of the municipal authorities, however, that clandestine Catholic chapels were allowed to exist as long as their activities were reasonably



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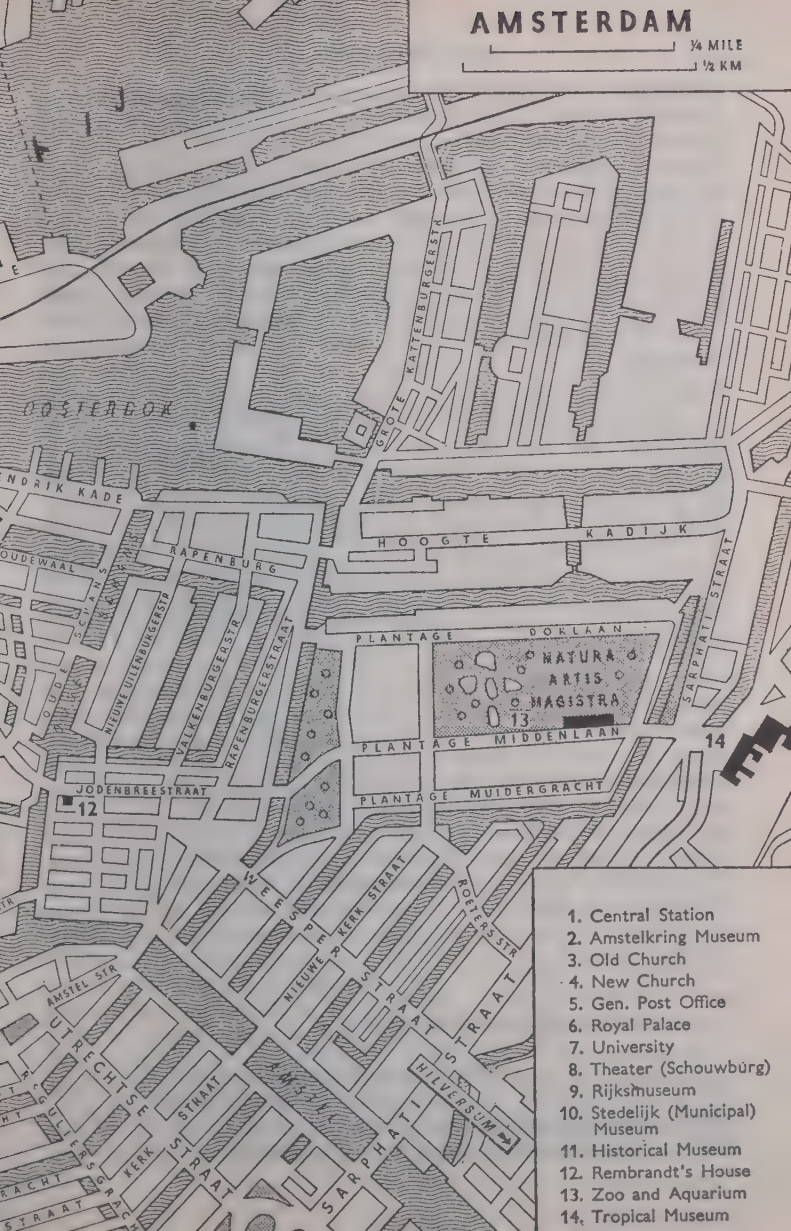
STADHOUDERS

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# AMSTERDAM

¼ MILE

½ KM



1. Central Station
2. Amstelkring Museum
3. Old Church
4. New Church
5. Gen. Post Office
6. Royal Palace
7. University
8. Theater (Schouwburg)
9. Rijksmuseum
10. Stedelijk (Municipal) Museum
11. Historical Museum
12. Rembrandt's House
13. Zoo and Aquarium
14. Tropical Museum

discreet. At one time, in fact, there were 62 such institutions in Amsterdam alone. The present one, consisting of three separate houses built around 1661, was installed in 1663 in the attics of the houses, whose lower floors were ordinary dwellings. It was in use until 1887, the year that the St. Nicholas Church opposite the Central Station was consecrated for Catholic worship, since which time it has been preserved by both Protestant and Catholic owners as a monument to toleration in the midst of bigotry. The baroque altar with its revolving tabernacle, the swinging pulpit that can be stowed out of sight, the upstairs gallery, and the display cases in some of the adjoining rooms are all unusually interesting.

Returning to the Damrak, the broad thoroughfare that leads towards the Dam from the Central Station, we pass the piers of excursion boats and reach the Beurs or Exchange, designed by Berlage in a style that, if heavy, is at least free of the Dutch Renaissance clutter that burdens both the station and the Rijksmuseum. Behind it (east) you'll note the 225-foot-high wooden spire of the Oude Kerk or Old Church. Consecrated in 1306, it is notable for its organs, its carillon, three stained glass windows, originally made in 1555 but almost entirely renewed during 1761-1763, and the tombs of several 16th-century Dutch admirals. It can be visited by applying to the sexton.

If you continue east another three or four blocks, you pass through the red-light district, known as the *walletjes* or *rosse buurt*, where ladies of easy virtue sit behind their picture windows and knit or lacquer their nails while waiting for callers. Small bars around this area are centers of information about the more lurid nightlife possibilities, but some care is needed in accepting advice or offers of guided tours. Just beyond is the Nieuwmarkt or New Market dominated by the five-towered Waag or Weigh House. Like the Schreijerstoren, it was originally part of the town wall, in this case a gate. In 1617 it was turned into a weigh house and guildhouse. Today it is a museum of the history of Amsterdam.

### The Dam and the Royal Palace

Instead of turning aside, however, let's continue up the Damrak to the Dam, the broadest square in the old section of town and the focal point of commercial and touristic activity. To the left you'll note the simple monument to Dutch victims of World War



II. The 12 urns contain soil from the 11 provinces and from the former Dutch East Indies, now Indonesia.

The Royal Palace, a vast, well-proportioned structure completed in 1665, is something of a misnomer. Its original purpose was to replace the city hall that had stood on the same ground and had burned. The pediment carries a sculptured group portraying Amsterdam surrounded by Neptune and mythological sea animals. The seven archways at street level symbolize the then seven provinces of the Netherlands, although the entrance, oddly enough, is on the opposite side of the building. In 1808 it was converted into a palace for Louis Bonaparte, Napoleon's brother, who abdicated two years later. Theoretically it is now the official residence of Queen Juliana, but she seldom uses it, preferring to live at Soestdijk Palace near Utrecht which was given to her by the Netherlands as a wedding present. The Dam Palace now sees only an occasional reception for a visiting Head of State and the Queen's annual New Year reception of the whole diplomatic corps. It is built on 13,659 piles and is thus a fine example of the tremendous expense of constructing heavy edifices on marshy soil such as is found in much of western Holland.

To the right of the palace is the Nieuwe Kerk (New Church), begun in 1408 and much damaged by fire on several occasions since. At the back of the choir is the tomb of Admiral De Ruyter, whose house we've already seen on Prins Hendrikkade. Joost van den Vondel (1587—1679), Holland's greatest poet (for whom Amsterdam's Vondelpark is named), is buried here, too. Dutch sovereigns since William I have been inaugurated in the Nieuwe Kerk, including Queen Juliana on September 6, 1948.

Directly behind the palace is the main post office, near several newspaper offices. From here the Raadhuisstraat leads west across three canals to the Westermarkt and the Westerkerk or West Church, consecrated in 1631. Its 275-foot tower, the city's highest, houses an outstanding carillon that is used occasionally for concerts. Crown Princess Beatrix was married here on 10 March, 1966.

From the Dam, however, we turn into the Kalverstraat, the single most important shopping street in Amsterdam, which leads south from the left-hand side of the palace. At No. 92 is the beautiful Renaissance (1581) gate of the Burgerweeshuis or City Orphanage, once a monastery, which has an even older door around the corner to the right in St. Luciensteeg. The inner court dates from about 1670.

Continuing down Kalverstraat, turn right into Begijnsteeg, which leads to the delightful Begijnhof, a charming almshouse



boasting one of the only two remaining authentic Gothic façades in Amsterdam. Founded in 1346, the houses enclosing the original courtyard date from the 14th to the 17th century. Opposite the church, which was given to Amsterdam's English Reformed community more than 300 years ago, is a secret Catholic chapel built in 1671. The Kalverstraat, Heiligeweg and Leidsestraat are all now a pedestrian precinct leading as far as the Dam from the Leidseplein.

### Muntplein to Rembrandt's House

The next street to cross Kalverstraat is Spui. A right turn here would bring us to Singel and, following the tram tracks, to Leidsestraat, another important shopping street, which terminates in the Leidseplein with its Municipal Theater and other amusements. Continuing straight along Kalverstraat instead, you soon reach the Muntplein with its 1620 Munttoren or Mint Tower, a graceful structure whose clock and bells still seem to mirror the Golden Age. Reguliersbreestraat leads east from this point to the Rembrandtsplein and, to the right, Thorbeckeplein, where many cafés and bars are clustered. From the latter square, the Reguliersgracht or canal leads south across the ring canals, crossing them on picturesque bridges.

We turn left (north) out of the Muntplein, however, and cross Rokin, another shopping street, to the bridge that connects with Nieuwe Doelenstraat, which is lined with some of Amsterdam's leading hotels. It in turn merges with Kloveniersburgwal, on whose left-hand side is the University, founded in 1632 and housed in an 18th-century hospital. Today it has over 10,000 students who are candidates for degrees in medicine, law, theology, science, economics, and the arts. Across the canal at No. 126 on the east side of Kloveniersburgwal is a house so narrow that its walls are less than an arm's span apart. It was built for a coachman of the Trip family, who lived in the broad mansion on the west side of the canal, when he remarked one day that he would be content to have a home as wide as the front door of his master's house.

We cross the canal ourselves and follow the Raamgracht east to Zwanenburgwal, where the bridge to the left leads across to Jodenbreestraat. At No. 4 is the house where Rembrandt lived from 1639 until 1658, now a museum. Bought at the height of the painter's popularity, it witnessed the birth of his son Titus in 1641 and the death of his beloved wife Saskia a year later. In 1645 Hendrikje Stoffels joined his household, first as a house-

keeper and then as his model and mistress. Rembrandt gradually lost interest in commissioned portraits during the decade following Saskia's death and sank deeper and deeper into debt. In 1657 and 1658 his private art collections were auctioned off to pay his creditors, then the house itself, forcing Rembrandt to move to the less pretentious Rozengracht, beyond the Westermarkt, where Lucas Bols set up the first jenever distillery in 1575.

As the name Jodenbreestraat suggests, Rembrandt's house was located in the midst of Amsterdam's Jewish quarter, a circumstance that is reflected in the many Old Testament scenes painted by the master. A block away at Waterlooplein 41, the Portuguese Jew and philosopher Baruch Spinoza was born in 1632. The Dutch Israelite and Portuguese Israelite synagogues were built between 1671 and 1675, a few hundred yards east.

Jodenbreestraat continues east under different names to the botanical gardens (Hortus Botanicus), the zoo (Natura Artis Magistra), and the aquarium, which can be reached by following the tramline. Another half mile in the same easterly direction brings you to the Tropenmuseum or Tropical Museum with a vast and fascinating collection of artifacts, clothing, musical instruments, furniture, puppets, religious objects, and dioramas of Curaçao, the West Indies, and the former Dutch colonies in the Far East. Demonstrations of Oriental music and dances are held weekly. The imagination and insight with which the displays are organized suggest that the Dutch form of imperialism was far more benevolent than its critics were willing to admit.

### Amsterdam's Museum Quarter

On the southernmost edge of the outer Singelgracht canal, a few minutes walk from the Leidseplein, you'll observe a cluster of towers that distinguish the Rijksmuseum, founded by Louis Bonaparte in 1808, the present building dating from 1885. It houses a number of collections that range from ceramics, tiles, sculpture, overseas history, prints, engravings, and books to Dutch art from the 15th-century primitives to the present day. Most important are the works of the 16th and 17th century Dutch masters, a collection that has no peer in Holland or the whole of Europe.

Perhaps the most famous single painting is Rembrandt's *Night Watch*. Completed in 1642 on commission of the Company of Captain Cocq and Lieutenant Van Ruytenburg, it was once even vaster than its present 14 by nearly 12-foot dimensions. When it was transferred in 1711 to the smallish War Council room in what is today the Royal Palace, 26 inches were cut off its width and

11 from its height in order to make it fit the available space. Layer after layer of varnish was added to its surface as a protective coating, with the result that the originally brilliant colors became increasingly murky. Then, after World War II, the canvas was reinforced and the varnish removed bit by bit, with infinite patience. Instead of a night scene, the restored hues and shadings indicated that the artist intended a daytime effect.

Until this time, all other such group portraits had lacked size and scope, traditionally showing a banquet table with a hodge-podge of seated figures ranged around it in a fashion deemed to be as flattering as possible to each individual. Rembrandt had the vision and the courage to break away from this convention, to arrange his (standing, not sitting) figures architecturally, and to show them at an apparently unposed instant of time as they departed on some peaceful mission. He seems to have captured with his brush the very epitome of civic patriotism and burgher virtues that helped make Holland's Golden Age.

There is more, much more, in the Rijksmuseum: among the more than 3,000 paintings there are jewel-like vignettes by Jan Vermeer, landscapes by Ruysdael and Hobbema, pastorals by Paulus Potter, boisterous domestic scenes by Jan Steen, vigorous portraits by Frans Hals, cool interiors by Pieter de Hoogh, peasant scenes by Van Ostade. Allow at least two hours just to sample these riches, then relax in the pleasant restaurant for a snack, before going on to see the 50-odd galleries containing the magnificent collection of furniture, glass, porcelain, gold and silver, most comprehensive of its kind in Europe.

Behind the Rijksmuseum, Paulus Potterstraat leads south three blocks to the Stedelijk or Municipal Museum. This houses a riot of modern art, much of it way-out, but tempered by the presence of many giants of the past century in Europe and America, Appel, Kandinsky, Lichtenstein, Mondriaan and others. The pictures on show are always being changed. Close by is the stunning new museum which has been built especially for the pictures belonging to the Van Gogh Foundation, and for other material on the artist's life. It is fascinating to be able to follow Van Gogh's progress from the early somber pictures of Dutch peasants to the tortured brilliance of the last canvases, completed at Arles in the south of France.

Do remember that many collections, or part thereof, are loaned to museums at home or abroad from time to time—so if you

particularly want to see certain items you will do well to check beforehand or you may be disappointed.

Diagonally opposite the Stedelijk Museum is the Concertgebouw at the end of the broad Museumplein, the home of Amsterdam's Concertgebouw Orchestra, with two auditoriums, the smaller one being used for chamber music and recitals. A block or two away in the opposite direction is Vondelpark, an elongated rectangle of paths, lakes, and pleasant shade trees. A monument honors the 17th-century epic poet Vondel, for whom the park is named. Just to the east is the Scheepvaart or Shipping Museum, which surveys Dutch maritime history from the Age of Discovery up to the present.

While you are exploring Amsterdam, keep one ear cocked for the unmistakable strains of a street organ. Pushed from street corner to street corner by a team of husky men, these remarkable instruments pour forth a torrent of sound generated by a bizarre mixture of drums, pipes, cymbals, and the like whose power stems from the muscles of a stalwart who turns the wheel-sized crank. His companions circulate with jangling cups in which you are urged to drop an appreciative *dubbeltje* or *kwartje*. The virtuosity of selections—jazz, waltzes, round dances, and martial airs—together with the frescoed façade behind whose carved panels the muses labor so mightily, seem somehow symbolic of this proud city that has become strong through diversity and great through zestful enterprise.

### The Outskirts of Amsterdam

About a mile south, on the present edge of Amsterdam, is the Olympic Stadium, completed in 1928 and large enough to accommodate 80,000 spectators. Sports lovers will be interested to learn that this is where the famous Amsterdam football team Ajax won the European Championship and World Cup in 1972 and is the stadium in which many of the leading European football teams have a great ambition to play.

Just beyond the stadium is one of Amsterdam's proudest achievements: the Bosplan or Forest Park, stretching for several miles, almost to Schiphol Airport. As large as Paris' Bois de Boulogne, twice as big as New York's Central Park, it was started in 1934 as a relief project during the depression. Its more than 2,200 acres is about half woodland and includes mile after mile of bicycle paths, bridle paths, footpaths, and roadways plus an open-air theater, a score of soccer fields, a rowing course 2,400 yards long, and many other sports facilities. The land used for this far-reaching

development has been reclaimed at the cost of constructing a 200-mile network of drainage pipes. In the past four decades the park has been colonized by birds and other wildlife.

Despite some complaints that the city is overpriced, overcrowded and over-rated, Amsterdam remains one of Europe's most charming towns. The Dutch take care to preserve their architecture as well as carrying out innovative expansion schemes stretching out into the surrounding polders. Some fine examples of continental city-planning and urbanization are to be seen, especially towards the Schiphol area, all of them characterized by the Dutch love of greenery, flowers, parks and decorative waters. There is actually an underground metro now being constructed — no small job in soil below sea level.

Call in at either the VVV or one of the local travel agencies and get particulars of the half-day trips around Amsterdam; if you feel a little adventurous, call in at the VVV, Rokin 9-15 and ask for the holiday-time plan by which you see Amsterdam on bicycles. The excursion starts around 10, and you collect your tour certificate at 3:15 p.m., with a Dutch drink at the Bols Tavern.





## AMSTERDAM AS AN EXCURSION CENTER

### *Holland in a Nutshell*

There are few parts of the Netherlands that offer the variety of landscape and human activity that are characteristic of the region north and south of Amsterdam. Within the span of a single day you can roll the centuries back from Dudok's modern City Hall at Hilversum to a 13th-century castle at Muiden, from the cosmopolitan glamor of Zandvoort's North Sea beach to the dreamy lassitude of Hoorn on the IJsselmeer. You can feast the eye with field after field of flowers, soothe the spirit with solitary walks through the west coast dunes, pursue the ghost of Frans Hals through the streets of Haarlem, and marvel at the wonder of a dike that stretches across open water for 20 miles.

Though you would miss much of interest if you left Holland after visiting no more than this corner of the country, there is no other district that so well merits four or five days of your time. For this is the Netherlands in a nutshell, the Holland of storybook villages, peaceful fishing ports, green meadows, tiled rooftops. The

flat horizon broken by distant spires, the scudding clouds chasing their reflection along the motionless surface of a canal, the fresh scrubbed farmhouses, all serve as reminders of the eternal struggle between land and sea, between man and nature.

There are so many impressions, in fact, and so much to see that you must beware of rushing. The four excursions described in this chapter are ambitious in terms of places to visit and things to do. However, most hotels and restaurants are invariably cheaper as you radiate out from Amsterdam, which means that your budget will prove more flexible.

In the province of Noord (North) Holland are Amsterdam and the principal places we are about to visit, while the bulbfields lie in the province of Zuid (South) Holland as well. With the latter, described in later chapters, its economic and political influence has been so great through the centuries that its name has become synonymous for the nation as a whole. The country's official name, of course, is *Nederland* or the Netherlands, just as the language spoken by its citizens is officially called *nederlands*. However, the name Holland has come to be accepted in general use, even as the word Dutch is accepted much more universally than it was some years ago. Admittedly, however, there is apt to be some confusion because the two Provinces known as North Holland and South Holland are not geographically in the north and south of the country respectively. Yet, somehow or other, it all works itself out once you get into it.

The province of Noord Holland that we plan to explore extends from the vast dike that encloses the IJsselmeer all the way south to a line that runs very roughly from the North Sea resort of Zandvoort east to Hilversum and then back up to the IJsselmeer again, thus encircling Amsterdam, the principal city. For the sake of convenience, the island of Texel has been added to the northern limit of this territory and so have the bulbfields to the south, in the companion province of Zuid Holland.

Centuries ago there was no break between this peninsula and the mass of Friesland province on the far side of the IJsselmeer, which was then, as now, a lake. The city of Hoorn, for example, was once the capital of West Friesland though only 25 miles separate it from Amsterdam today. Little by little, however, the sea opened larger and larger breaches in the dunes that once continued north as far as the coast of Denmark. Erosion being a progressive process, the destruction of land proceeded at an ever faster pace until West Friesland lay separated from the rest of

Friesland by a water gap that was 10 miles wide at its narrowest. Had human ingenuity been unable to arrest this trend, the map of Noord Holland would look quite different today.

With modern skills and technology, however, the sea has been driven back. The first step was the completion of an enclosing dike in 1932 that turned the Zuiderzee into a lake, which has been rechristened the IJsselmeer. With the sea held at bay to the northwest, work has progressed on empoldering—diking off and pumping dry—the pear-shaped body of fresh water that was left to the south and east. The Noordoostpolder was completed in 1942 and is fully settled. The Oostelijk Flevoland Polder came dry in the spring of 1957 and is already under cultivation. The Zuidelijk (Southern) Flevoland Polder was pumped dry by 1968 and is also already cultivated. A start has been made on the Markerwaard Polder which is turning the present harbors of Volendam, Marken, Edam and Hoorn into small lakes and completely changing their economy.

Just as nature doomed these former Zuiderzee seaports by silting up the IJsselmeer, man is now completing the process by pumping out the water. Without an understanding of the ecological transformation that is at work, the rise and decline of the cities in this region would seem arbitrary and irrational. Place these historical and natural forces in their proper perspective, however, and a drama unfolds that is unique in Europe.

### Practical Information for Amsterdam as an Excursion Center



**WHEN TO COME?** As in the case of Amsterdam itself, the best time to visit its surroundings is from May to the end of September, with July and August being the peak months to avoid. Because of the bulbfields, the first week of May is possibly the best moment of all if flowers are high on your list of things to see. If spring comes early, however, the peak of the tulips, hyacinths, and narcissi can be as early as the middle of April, with nothing but heaps of discarded blooms left in the fields a fortnight later. The annual *Bloemen-corso* or Flower Parade through the bulbfields takes place on the last Saturday in April, running from Haarlem to Lisse and back.

Because the bulbfields are such an unpredictable factor, they should not be given too much weight in the scheduling of your trip, especially if it is to be a brief one. There will still be plenty of flowers to see in May no matter what. Here are some of the other attractions:

The Keukenhof Gardens always open in late *March* nowadays and can be visited until approximately mid-May. The last Friday in *April* is the traditional beginning date of the sprightly Alkmaar cheese market, which continues every Friday morning until late September. *May 4* is Memorial Day. Haarlem is the site of the International Organ Competitions, a part of the Holland Festival, in early *July*. During the first two weeks in *August* international sailing regattas are staged at Loosdrecht, Muiden and Medemblik. In early *September*, Aalsmeer stages its annual flower parade, first at Aalsmeer, then at Amsterdam.

However, a number of the leading hotels and travel agencies now have arrangements providing for week- or week-end stays during the late autumn, winter and early spring. Most of these include accommodation at about half rates, along with some interesting trips to other parts of Holland. By choosing such out-of-season periods, a visit to Holland can be not only cheap but also much more attractive in the absence of the seasonal tourist crowds.



**WHAT TO SEE?** The problem here is what to eliminate unless you devote three or four days to exploring Amsterdam's environs alone. We've already mentioned the bulb-fields—from *Hillegom* south to *Sassenheim*—plus the Keu-

kenhof Gardens at *Lisse*, the Linnaeushof Gardens at *Bennebroek* (open April-October) with flowers of every variety, and, of course, the flower auction halls at *Aalsmeer*. Swimming appeal to you? *Zandvoort*, whose closed circuit is used for auto races, is one of the top Dutch seaside resorts. Considerably less sophisticated are the family resorts of *Wijk aan Zee*, *Castricum aan Zee*, *Egmond aan Zee*, and *Bergen aan Zee*, strung along the North Sea. Costumes appeal? *Volendam* and *Marken* are so well known that tourist exploitation has become the chief source of livelihood; the atmosphere is about as authentic as Coney Island or Brighton and twice as painful. At *Enkhuizen's* Zuiderzee Museum there is a gallery of costumed dummies, each in a room furnished appropriately to the locality, that don't ask you if you want to take their pictures. Or you can make the circuit of the *IJsselmeer* yourself (see section on *Motoring*) and visit costume villages that are still relatively unspoiled.

The *Alkmaar* Friday-morning cheese market is another popular tourist attraction that hasn't yet lost all its spontaneity, perhaps because the cheese market itself is genuine. On your way there, pause at *Zaandam*, where Russia's Peter the Great studied shipbuilding. *Edam* is also a cheese town, but you come here to hear Holland's oldest carillon (1561) and to visit the fascinating captain's house with its floating cellar.

For history, *Hoorn* and *Enkhuizen* are musts. *Hoorn* was once a leading seaport of the Netherlands and gave its name to Cape Horn at the tip of South America. After the 17th century it fell asleep. So did *Enkhuizen*, whose Zuiderzee Museum will fascinate anyone interested in boats, fishing, peasant furniture, or regional costumes. The castle of *Muiden*, east of Amsterdam instead of north, belongs to an earlier period of Dutch history and is Holland's best-preserved example of a moated, defensive castle, now housing a museum. Beyond it, at *Naarden*, you can see an entire town with its star-shaped ramparts and intricate moats still intact.

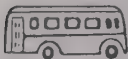
For polders and land reclamation, the 20-mile-long enclosing dike that stretches across what was previously the Zuiderzee is a marvel of imagination, courage, perseverance, and skill. To see the kind of dikes built centuries ago, drive along the shore (instead of the highway) between, say, *Volendam* and *Edam* or *Edam* and *Hoorn*. On the southeast outskirts of *Heemstede* is a fascinating museum of land reclamation in the Cruquius pumping station, which helped pump out the *Haarlemmermeer* and form the polder on which *Schiphol* Airport was later built. A room-size relief map of the Netherlands is flooded and drained before your eyes in a vivid demonstration of the sea's threat to Holland.

We still have to mention the charming village of *Spaarndam* (1 mile north-east of *Haarlem*) where a statue has been raised in honor of the legendary lad who plugged the leak in the dike with his finger; *Broek-in-Waterland*, the place to watch *Edam* cheeses being made; *Schagen*, one of the prettiest West Frisian towns of North Holland; rustic *Bergen* where there is still a painters' colony or *Laren*, ditto. *Hilversum*, the garden city and the center of Dutch TV and radio broadcasting and *Haarlem*, the city of *Frans Hals* with its



museum of his famous portraits, some delightful architecture from the Golden Age, and an organ old enough and fine enough to have been played by Händel and Mozart.

At Callantsoog, between Haarlem and Den Helder, is the delightful area known as *Zwanenwater*, an unusual private bird sanctuary open to visitors on certain conditions. Here can be seen a living performance of "Swan Lake," with a variegated chorus consisting of spoonbills and many other graceful actors and feathered ballet dancers. Visitors should call at the local VVV or at the caretaker's house at Zuid Schinkeldijk 3 for permits to walk around. The reserve is open year round from sunrise to sunset, and is restricted to walking tourists.



**HOW TO GET ABOUT?** Best of all for seeing this part of Holland is your own car. Distances are short, there are no big cities outside of Haarlem and Hilversum, and you can return to Amsterdam for the night after each

excursion, if you wish. If you do drive, buy one of the detailed maps published by the A.N.W.B. motoring organization (offices at Museumplein 5 in Amsterdam, or Schotersingel 117A in Haarlem). This will enable you to leave main roads and explore the delightful byways of the region in complete confidence that you can always find your way back at the end of the day by the most direct route. Almost every corner of this country is a delight, even the remote lanes being paved, so avoid the highway whenever you can.

A point to remember, whatever your means of transportation, is that nearly every city and town mentioned in this chapter can be visited from The Hague with almost as much ease as from Amsterdam, thanks to the compact nature of this angle of the Netherlands. You might consider, therefore, visiting everything north of Amsterdam (excursions I and II) from that city and then doing the rest from The Hague or Utrecht, so as to have a little variety.

For the bulbfields (in season, of course), the Alkmaar cheesemarket, or Volendam and Marken, consult a travel agency or your hotel's desk clerk for information on the vast choice of conducted tours that are available by bus and even by boat. Other services will take you to the Aalsmeer flower auctions, or you can board the regular buses that leave from the main railroad station in Amsterdam.

On Friday mornings in July and August there is a special "Cheese Express" that leaves the Central Station in Amsterdam about 9:40 a.m., arriving in Alkmaar about 10:15, in time for the market. Haarlem is also conveniently reached by trains that leave the Central Station roughly every half hour. The trip takes about 15 minutes.

From Harderwijk you can make an excursion by boat, leaving every hour on the hour during the season, lasting about seventy minutes. The trip covers the Veluwemeer and polder reclamation work in progress. To visit Lelystad and its museum it's best to go by road.

**Special Coach Tours.** The Dutch provide excellent trips tailored for the tourist. The *Happy Holland Tour*, originally designed by KLM for its stop-over passengers, is now open to everyone. It lasts three days, leaving and returning to Amsterdam and includes almost all the famous Dutch towns of history and a great variety of scenery.

The *Friendship Tour* is an 8-day trip starting from and ending at The Hague. It provides a delightful and leisurely trip with guide and hostess, covering most of the country.

The *Best of Holland Tour*, is a compact 3-day trip from Amsterdam.

Amsterdam's *Bergmann Travel Service* has a large fleet of deluxe coaches operating all over Holland, with 6-language commentaries en route: they also have a fine fleet of canal boats in Amsterdam.





**MOTORING AROUND THE IJsselmeer.** A circuit of the IJsselmeer is one of the most interesting trips you can make in Holland. You can start anywhere, of course, though Amsterdam will be a logical choice for many

visitors, especially those who wish to rent a car for the purpose. A number of the places included on the itineraries mentioned below are described in this chapter, others in the chapters devoted to their respective regions.

Although it's possible to drive around the IJsselmeer in a single day, you are advised to allow at least two days for the journey. If you can spare three or four days, you can include one or two other stops en route.

**Two-Day Itinerary.** Amsterdam north to *Volendam* (brief pause), *Edam* (visit captain's house museum), *Hoorn* (visit De Waag or Weigh House in central square, also harbor), *Enkhuizen* (visit Zuiderzee Museum) for late lunch, then via Hoogkarspel and Wervershoof to *Medemblik* (brief pause) and *Den Oever* where the enclosing dike begins. In the middle, at *Breezanddijk*, is a monument with a tower that affords an outstanding view, where you can stop for tea or coffee. At the north end of the dike, turn south at *Bolsward* for Workum, *Hindeloopen* (pause for drive through town on the sea wall), Koudum (bypassing Staveren), Rijs, Oude Mirdum, Sondel, and Lemmer, where a fast road takes you across the Noordoostpolder to *Emmeloord* for a late dinner and the night.

In the morning, to *Urk* (you may have to park your car and walk to the harbor) for costumes and a breath of the IJsselmeer, before continuing to *Ens* with a brief pause at *Schokland* to see the island and its miniscule museum. Continue southeast to *Kampen*, then swing southwest to *Elburg* (bypassing *Zwolle*) for an impression of its gridiron layout and almshouses. *Nunspeet* and *Hierden* are next; drive slowly for a glimpse of costumes, which are not too generally worn today. At *Harderwijk*, drive north along the dike as far as the Hardersluis pumping station (visit) for an impression of Holland's newest polder, then back to Harderwijk and on to the costume villages of *Bunschoten* and *Spakenburg* via Putten and Nijkerk. After a stop to sample Spakenburg, you return to Amsterdam by the main highway, detouring briefly at *Naarden* and *Muiden*.

This makes a very full two days and assumes an early start each morning.

**Three-Day Itinerary.** The first day is the same as the Two-Day Itinerary above, stopping overnight at Emmeloord.

In the morning you visit *Urk* and *Schokland*, as above, but instead of turning south at *Ens* you continue east to Vollenhove and St. Jansklooster, where you take the causeway across the delightful Beulaker Wijde to the crossroads De Blauwe Hand, turning left (north) from there for *Giethoorn*, the village that has canals and footpaths instead of streets. After a half-hour visit here, you continue east to Meppel, then swing south and turn off the main highway to drive through the costume villages of *Staphorst* (being sure not to take any pictures of the pious people who live there without their express permission) and *Rouveen*. *Zwolle* is next (brief visit), followed by *Elburg* (visit as on Two-Day Itinerary) and *Harderwijk*, via Nunspeet and Hierden.

The trip out to *Lelystad* and a visit to its museum is interesting because of the impression you gain of what is involved in reclaiming land on so vast a scale.

The morning of the third day, cut east and slightly south to the villages of Lage Vuursche and Soestdijk for a glimpse of respectively Princess Beatrix' and Queen Juliana's palaces. Then swing over to *Baarn* and northwest through *Laren* to *Naarden*. Turn south once more to Hilversum, cut west across the pleasant Loosdrecht Lakes to *Loenen*, on the banks of the delightful Vecht River, lined with 17th-century country houses built by wealthy Amsterdamers.

Turn south to *Breukelen*, which gave its name to New York City's most famous borough, where Americans may wish to pause long enough to take a picture of the "Brooklyn" bridge.

From Breukelen follow the express highway back to Amsterdam if it's late in the day. If not, follow the Vecht River back to Loenen where, about 2 miles beyond, you can follow the east side of the Amsterdam-Rhine Canal north to Weesp and *Muiden* for a visit to Muiden Castle before returning to Amsterdam.

**Four-Day Itinerary.** This is an elaboration of the above. Allow yourself more time to explore Hoorn, Enkhuizen, and Medemblik, then cross the enclosing dike and spend the night in charming *Sneek*.

The next morning, head north for *Leeuwarden* (visit), west to *Franeke* (visit), then south to Bolsward, where the route into Emmeloord is the same as for the previous two itineraries.

The third and fourth days are the same as the second and third days of the Three-Day Itinerary.

In this tour you would be well advised to plan to spend an hour or so at the Dolphinarium at *Harderwijk*. This is an enthralling experience, because not only do the dolphins put up a remarkable circus performance but the directors also run a dolphin research station studying the special habits, and even the language, of these delightful creatures.

Not very far from Harderwijk is the *Flevohof*, a remarkable composite "working" exhibition of everything agricultural and horticultural in Holland. It gives the visitor, indeed, "a day on a farm" under unique conditions, with every form of visual display. And there is a host of fun entertainment for the children, water sports, etc.

Instead of returning to Amsterdam at the end of any of these tours, you can easily leave the shores of the IJsselmeer at Hilversum and turn south for The Hague via either Utrecht, Woerden, Alpen a/d Rijn, and Leiden, or (more direct and much faster) Utrecht and thence by the express highway straight to The Hague, preferably with a brief stop in Gouda.



**HOTELS AND RESTAURANTS.** Because few tourists consider staying anywhere else but Amsterdam when they visit this corner of the Netherlands, hotel accommodations are relatively simple (with the notable exception

of Hilversum). Moreover, most of the towns are so small that good restaurants are also scarce. If you are a little adventurous, however, and willing to put up with quarters that are spotlessly clean if plain, then there is no reason why you should feel bound to Amsterdam. Your reward will be a more leisurely pace through the countryside and the opportunity to come in closer contact with the Dutch themselves.

The hotels mentioned in the list that follows are classified in categories according to price range and relative comfort. For the monetary equivalents of these categories, consult the *Facts At Your Fingertips* section.

In many instances, the restaurant of the leading hotel may be the best place to stop for a meal. If so, no restaurant recommendations are made in the listing that follows. If you see *paling* (eel) on the menu, remember that it's often a specialty of the house. If you have your doubts, at least try the smoked variety as an appetizer on a piece of toast.

Figures in brackets after place name denote mileage from Amsterdam.

**ALKMAAR** (22 northwest). Site of Holland's most interesting cheese market (Friday mornings from late April to late September).

Hotels: *Victory*, 20 rooms, 15 with bath. *Motel*, 42 rooms, all with bath. Both first class reasonable.

Restaurants: *de Valkshoek*, offering

really good food.

**BAARN** (23 southwest). On the road to Hilversum is one of Holland's outstanding castle hotels, *De Hooge Vuursche*, 27 rooms with bath. Luxurious. Own extensive grounds, terraces, fountains. Dancing.

**BERGEN** (26 northwest). Once famous for its artists' colony.

Hotels: *De Boschhoek*, 21 rooms with bath, first class superior. *Eldorado*, 10 rooms, first class reasonable.

**BERGEN AAN ZEE** (3 west of Bergen). Quiet family seaside resort.

Hotels: *Nassau-Bergen*, 28 rooms, 8 with bath, first class superior. Near the beach. *Rondom Son*, 16 rooms, first class reasonable.

**BLOEMENDAAL** (13 west). A garden suburb of Haarlem, 3 miles from the sea.

Hotel: *Iepenrove*, 62 rooms, 13 with bath, first class reasonable.

**BUSSUM** (16 east). On edge of charming Gooiland district.

Hotels: *Jan Tabak*, 34 rooms, all with bath, first class superior. Tennis courts, midget golf, and swimming pool nearby. *De Gooise Boer*, 10 rooms with bath.

**CALLANTSOOG** (39 northwest). Small family resort by North Sea.

Hotels: *Callant*, 23 rooms, 6 with bath. *De Wijde Blick*, 8 rooms. Both moderate comfort and reasonable.

**CASTRICUM** (20 northwest). Quiet town on edge of dunes, 3 miles from Castricum aan Zee beach.

Hotels: *Funadama*, 18 rooms, 6 with bath, first class reasonable. *Kornman*, 10 rooms, 4 with bath, reasonable.

**DEN HELDER** (48 north). Important naval base and ferry terminus for island of Texel.

Hotels: *Forest Hotel*, 10 rooms, moderately good. *Wapen van den Helder*, 24 rooms, and *Belvue*, 18 rooms, both inexpensive.

**DEN OEVER** (45 north). Southern terminus of the enclosing dike that leads to Friesland.

Hotels: *Wiron*, 18 rooms, and

*Zomerdiik*, 9 rooms. Both moderate.

**EGMOND AAN ZEE** (25 northwest). Family seaside resort.

Hotels: *Bellvue*, 38 rooms, 29 with bath, first class superior. *Altenburg*, 17 rooms, 3 with bath, and *Frisia*, 24 rooms, both of which are moderate.

Restaurant: *Lido*, with ocean view and outdoor terraces. Good but expensive.

**ENKHUIZEN** (35 northeast). Attractive old walled city.

Hotel: *Het Wapen van Enkhuizen*, 20 rooms, 12 with bath, first class reasonable.

**HAARLEM** (12 west). City of 172,000, best known for Frans Hals and Sint Bavo Church.

Hotels: *Lion d'Or*, 40 rooms, 23 with bath, expensive. Poor reader report.

Restaurants: *Lantaern*, Old Dutch interior. *Dreefzicht*, in the woods. *Brinkmann*, restored old-style.

**HILVERSUM** (20 southeast). Delightful garden city and headquarters of Dutch radio broadcasting.

Hotels: *Het Hof van Holland*, 30 rooms with bath, first class superior. *Hilversom*, 44 rooms, 18 with bath, first class reasonable.

Restaurant: *Rôtisserie Napoléon* in Hotel de Nederlanden at Vreeland nearby, a favorite with Amsterdammers for good dining.

**HOORN** (25 north). Historic seaport on edge of IJsselmeer, full of charm.

Hotel: *Petit Noord*, 23 rooms, 6 with bath. Reasonable.

**IJMUIDEN** (16 northwest). Gateway to the North Sea Canal with the largest locks in the world.

Hotel: *Royal*, only 9 rooms, but first class reasonable.

**KATWOUDE**, near Volendam (see below). *Katwoude Motel*, 30 rooms.

**LAREN** (18 southeast). Artists' colony just outside Hilversum.

Motel: *De Witte Bergen*, 50 rooms with shower. First class reasonable.

Restaurants: *De Witte Bergen* and *La Provence*.

**MAARSSSEN** (10 southeast). Restaurant: *Wilgenplas*, excellent food.

**NAARDEN**, see **BUSSUM**.

**OEVER**, see **DEN OEVER**.

**SASSENHEIM** (about 10 south of Haarlem). *Motel Sassenheim*, 30 rooms with bath. Recommended.

**SCHAGEN** (38 northwest). Small old West Frisian town.

Hotel: *Igesz*, 30 rooms, moderate.

**TEXEL ISLAND** (60 north), reached by ferry from Den Helder on mainland to Haven Oudeschild. Quiet, simple, noted for bird sanctuary.

**Den Burg**, the island's capital. *Hotel Bos en Duin*, 30 rooms, 10 with bath. First class reasonable.

**De Koog**, on Texel's west shore.

Hotels: *Prinses Juliana*, 15 rooms and *Opduin*, 42 rooms with bath. Both first class reasonable.

**VOLENDAM** (14 northeast). Tourist-conscious costume village.

Hotels: *Van Diepen*, 28 rooms, 9

with shower, first class reasonable. *Spaander*, 40 rooms, moderate.

**VREELAND**. See Hilversum listing.

**WIJK AAN ZEE** (17 northwest). Quiet family seaside resort.

Hotel: *Het Hoge Duin*, 27 rooms with shower. Situated on the dunes, 130 feet above sea level. First class reasonable.

**ZANDVOORT AAN ZEE** (18 west). Large, popular North Sea beach resort with 18-hole golf course, camp grounds, closed race-track for cars.

Hotels: *Bouwes Palace*, 170 rooms with bath, also service apartments. *Bouwes*, 44 rooms with bath, broad terraces, dancing, own nightclub and dolphinarium. Both are deluxe. *Hoogland*, 25 rooms, 23 with bath, and *Sonnewende*, 25 rooms, 20 with bath, are both first class reasonable.

Restaurant: *De Uitzichttoren* in the top of the 200-foot high tower that dominates the town offers a remarkable view even if the food is so-so.



**MUSEUMS.** Among the many local museums that recall the history of various towns in this region, there are a number of more than passing interest to the visitor from abroad. Each is discussed in detail in the descriptive part

of this chapter, but it may be useful to sum them up alphabetically under one heading to facilitate your trip.

**Alkmaar:** Municipal Museum (in the Town Hall) for facets of the town's development, especially the siege by the Spanish in 1573, which it successfully resisted.

**Edam:** Captain's House on Damplein, opposite Town Hall, for a fascinating impression of how a retired captain lived in the 18th century. Richly furnished with period items, plus a cellar that literally floats.

**Enkhuizen:** Zuiderzee Museum, in the Peperhuis, once a warehouse of the East Indies Company, for all as-

pects of the history of the Zuiderzee, including fishing, costumes, and furniture.

**Haarlem:** Frans Hals Museum, in a former almshouse. In bulb-time and on summer Saturday evenings you can see the portraits by candlelight to the sound of old music.

**Heemstede:** Cruquius Museum just east of town on the edge of the Haarlemmermeer polder. An old pumping station, now used to illustrate the technique of building dikes, how the water is removed, and the like. Many models.

*Hoorn.* West-Friesland Museum, in a 1632 building, for local history of this town that contributed so much to the exploration of South America and the Far East in the 17th century.

*Lelystad:* Local Museum with objects from the bottom of the former

Zuiderzee, now the IJsselmeer.

*Muiden:* Muiderslot, a 13th-century moated defensive castle which is fascinating both inside and out. A tavern in the wine cellar operates from mid-May through August.



**SHOPPING.** In Haarlem, home of Frans Hals, the art shops still echo the joys of the Golden Age of the Netherlands, with prices generally lower than those in Amsterdam or The Hague.

Interior decorators for 130 years, *Johannes Nederkoorn & Zoon* has existed without calling cards or advertisement. Next door to the Frans Hals Museum, this venerable firm is housed in an exquisitely furnished old home where everything has its price. Special workshops are maintained on the premises, making antique pieces according to measurement and requirement.

**USEFUL ADDRESSES.** Local V.V.V. tourist information offices can be found at the following addresses: *Aalsmeer*, van Cleeffkade 13. *Alkmaar*, Waagplein 2. *Bussum*, Vlietlaan 5. *Haarlem*, Stationsplein 1. *Hilversum*, Stationsplein 2. *Hoorn*, in the Weigh House on the main square.

For flower bulbs: *J. Schilpzand & Zonen*, Oranjelaan 124, Lisse (if coming from the south, turn right on loop road), are worldwide exporters of tulips, daffodils, gladioli, etc.; owner on premises, office open daily. All bulb-growing firms take orders for despatch abroad, and most of them will refuse to sell to tourists direct, warning them that both the U.S. and the U.K. prohibit the import of bulbs without a health certificate.

### Exploring the Amsterdam District

As already noted, distances in this part of the Netherlands are relatively so small that the region can be explored almost at will. For the sake of convenience, however, it is useful to divide our sightseeing into four itineraries, each roughly equivalent to what can be seen in a day, departing from and returning to Amsterdam. It might be helpful to first read the earlier section outlining a four-day itinerary around the Zuiderzee, as that additional information could make your day trips more interesting.

The first takes us north up the east side of North Holland along the edge of the IJsselmeer to Volendam, Marken, Edam, Hoorn, Enkhuizen, Medemblik, and on as far as the enclosing dike. The second also runs north, but up the west or ocean coast through Zaandam and Alkmaar to Den Helder and the island of Texel. The third changes direction and heads south to Aalsmeer, then west to the bulbfields, and finally back via Haarlem. The fourth turns east towards Muiden, Naarden, Hilversum, Breukelen, and the Loosdrecht Lakes (dipping here briefly into the province of Utrecht). Readers who plan to drive around the IJsselmeer can include the first and fourth itineraries as part of that trip.



## I—Amsterdam North to Volendam, Hoorn, and the Enclosing Dike

Formerly the first stage of our 134-mile trip was by water, taking the ferry from Amsterdam across the IJ River to the main highway leading north. Today, however, we may drive over the Schellingwoude Bridge that spans the river to the northeast or use the underwater tunnel.

Broek in Waterland is a scant seven miles up the road. It seems more like a child's playground than a serious-minded community, perhaps because everything seems to be on a miniature scale. Still, it's one of the many towns where so-called Edam cheeses are produced, and if you are passing through in the summertime, you can watch them being made in the farmhouse of Jakob Wiedermeier & Son, just opposite the 15th-century church. A century ago this region was so prosperous that the expression "I'm not from Broek" became a declaration of modest circumstances as far away as France.

Hardly is the salty odor of curing cheeses out of the air than the towers of Monnikendam's Grote Kerk (Great Church) and Speeltoren signal our next stop. If it's a few minutes before the hour, hasten to the latter, which is the tower of the 18th-century town hall. Instead of bells, a carillon chimes while knights perform a solemn march. Unless they're stuck again. Take another moment to stroll down an avenue of dainty gabled houses to the harbor, where boats still leave for the island of Marken, and then, on your way back, note the finely detailed 17th-century Waag or Weigh House.

Returning to the main highway long enough to cross an inlet of the IJsselmeer, we turn right at the first opportunity and ride along the top of the sea dike into Volendam, the hub of tourism in this much-frequented region. A Roman Catholic village in contrast to the Protestant fishermen on the island of Marken to the south, Volendam makes a business out of wearing traditional costumes and encouraging tourists to take pictures. Assuming that other tourists don't block your view, you can stare to your heart's content without hurting anyone's feelings, a situation that is quite different in other parts of the Netherlands where traditional dress is still customary.

The men sport baggy black pantaloons that are fastened with silver guilders instead of buttons. Over these are worn red-and-white-striped jackets and a cap. The women, in turn, have the appearance of birds in flight, thanks to the pointed wings on their white lace bonnets. It is rumored that some of these caps are now made of drip-dry, no-iron nylon, but no one will admit such sacril-

ege, yet. Be on the lookout for the *zevenkleurige rok* or seven-colored skirt, which, however ungentlemanly the advice, is better viewed from behind than in front. On Sundays a different costume is worn that is more elaborate than the workaday variety.

Connected to the mainland by the causeway two miles long is Marken, another fishing village given a new outlook on life by the encroaching dikes that have now absorbed the island into the Markerwaard Polder. The open water, however, has been turned into a lake which will continue to attract visitors. The contrast between Volendam and Marken is greater than the distance separating them would seem to make possible. Despite the comment of one expert that "the baggy knee breeches of the Markenaars give them the look of boatmen from Greece," the effect is more Oriental than Mediterranean. The women's flowered chintzes, inspired by the East Indies, are one reason for the impression. The children, dressed alike in skirts up to the age of six, are another puzzle, and you find yourself unconsciously trying to separate brothers from sisters by some other means. The answer—boys have blue skirts.

Besides costumes, one of the chief attractions here are the houses that line Marken's narrow streets. Seafaring traditions have obviously influenced their construction, with the result that the interiors are as compact and tidy as the cabin of a ship. This nautical overtone has been muted, however, by the porcelain, clocks, glassware, hangings, and other furnishings that have been passed down from generation to generation.

Similarly, look inside the church, where a herring boat and a barque in full sail hang from the ceiling. Remember that Marken, a strict reformed community, observes the Sabbath to the letter.

Back at Volendam, we continue north 3 more miles along the top of the sea dike to Edam. First stop, perhaps, should be the fascinating Captain's House on the Dam just opposite the Town Hall. Paintings that hang on the walls of its front room will introduce you to some of the town's more remarkable citizens. Most imposing is the lifesize, full-length portrait of Trijntje Kester who was 13 feet tall at the age of seventeen. Her father is said to have promised a fortune to the young man who would marry her, but she died after catching pneumonia during a flood, so the story goes, when her great height enabled her to wade into deep water and save less abundantly endowed neighbors.

Pieter Dirksz is equally arresting, thanks to a forked red beard so long that he had to fold it over his arm. Although this tonsorial triumph was possibly a handicap under some circumstances,

it didn't prevent his election as mayor. He used to lean on the parapet of the arched bridge that crosses the Dam, we are told, allowing his beard to hang over the water below. When its tip grew moist, the whole town knew the tide was in.

The inn-keeper Jan survives on canvas, too, though his voracious appetite and vast girth would doubtless have sent him into bankruptcy if it hadn't sent him to the grave first. Four pounds of anchovies, 10 feet of eels, and 50 or so herring were his idea of a snack.

As you clamber up and down the narrow stairs, peer into the bunk-like beds built into the walls, and stand on the "bridge" with its view of the rooms below, the custodian will show you one after another item of daily usage back in the 18th century. When you are beginning to wonder how eccentric even a sea captain could be, you will be shown a cellar that literally floats, independently of the house itself.

The 18th-century Town Hall that faces this remarkable building has a green-and-gold council chamber that ranks it among the most beautiful of all Holland's civic rooms. The 15th-century church is graced by a carillon cast at Mechelen in 1561, one of the most venerable in the country. The interior of the church has a stately charm enhanced by unusually fine stained glass windows.

### Hoorn, Ancient Shipping Center

Leaving Edam, you rejoin the main north-south highway and speed along the 11 miles that separate it from Hoorn. You can also continue to follow the sea dike from Edam to Hoorn, but its twistings and turnings require three times as long to navigate, and the day is getting on.

Don't rush through Hoorn, however. It is certainly not a "dead city"—at least there's nothing ghostlike about the 26,000 people who live there today—and who can tell what its future will be when the Markerwaard Polder places it in the midst of rich farm country? Still, its development was abruptly arrested in the 17th century when England, not limited to flat-bottomed boats that could clear the sandbanks of the Zuiderzee, eclipsed Holland in the carrying trade. In a sense the city went to sleep, thus enabling the visitor to step three hundred years backwards in time to an era when Hoorn sent her ships around the world.

For Willem Cornelis Schouten (1580-1625) was born here. In 1616 he was the first to round the southern tip of South America, which he named Cape Hoorn (later Horn) in honor of his home town. Another native, Jan Pieterzoon Coen (1587-1629) founded

Batavia (now Djakarta), in Java, governed the island from 1617 to his death, and did much to establish Holland's empire in the East Indies. Later, Abel Janszoon Tasman (1603-1659) circumnavigated Australia, discovered New Zealand, and gave his name to the island of Tasmania. Here, too, on October 11, 1573, the combined fleets of Hoorn, Enkhuizen, Edam, and Monnikendam defeated a Spanish force within sight of the ramparts and brought the Spanish Admiral Bossu back a prisoner.

As you enter town and drive along the Kleine Noord, the 15th-century St. Mary's or North Church is on your left. A carved panel inside dated 1642 has a horn on each side, the one separating the words *wilt* and *'t-woort*, the other *gaat* and *'t-woort*. Since Hoorn is pronounced the same as *horen* (the verb "hear"), the inscription is a pun: "Be willing to hear the Word," and "Go hear the Word."

In a moment you enter the Rode Steen or Kaasmarkt, the chief square, with a statue of the aforementioned Coen in the middle, the 1609 Weigh House on the left, and the 1632 West Frisian Museum on the right. The gable of the latter is decorated with the coats-of-arms of the seven cities of West Friesland whose delegates once sat here. Inside are paintings, views of the town, armor, weapon, silver porcelain, flags, coins, and much else associated with the history of Hoorn and the region it once dominated.

Turn left down the Grot Oost street, lined by houses whose façades incline perilously forward, perhaps to keep the rain off passers-by, perhaps to flatter the vanity of owners who wanted the ornate fronts to be more easily seen. At the end on the right, just before you cross the canal, are three houses with a frieze that recreates the sea battle in which Bossu was defeated. Continue across the bridge through Kleine Oost to the East Gate, completed in 1578, the house on top dating from 1601. An inscription in Latin reads: "Neither the watchfulness of the guards, nor the arms, nor the threatening walls, nor the thunder of the hoarse cannon will avail anything, if thou, God, wilt not rule and shelter this town."

Retrace your steps down the Kleine Oost, cross the bridge again, and this time turn left along Slapershaven. Directly ahead is another bridge and, beyond, a house with an unusual façade and the date 1624 over the door. Next door is the meeting place of the West India Company in 1784.

Recross the bridge, turn left, and follow Oude Doelenkade around the curve of the inner harbor, and you'll see the remark-



able tower of the Hoofdtoren, part of the harbor defences of the town and dating from 1532. The belfry on top was added 119 years later. During the 17th century it housed the offices of a company that financed whaling expeditions to the Arctic, a theme commemorated in a carved oak chimney-piece that is now in the West Friesland Museum.

Returning to the central square, we head down Nieuwstraat a short block to Kerkplein. On the left at No. 39 is the Sint Jansgasthuis or St. John's Hospital, a beautiful early Renaissance building with the date 1563, which housed the ill and infirm for more than three hundred years. At the next left-hand corner of Nieuwstraat and Nieuwsteeg is the Town Hall with not one but two stepped gables. A Hieronymite convent was established here in 1385, traces of which can be identified in the present 1613 structure. The magnificent Council Room inside is enlivened with a painting representing the naval victory over Bossu.

From here we turn half left down Gouw, then left again on Gedempte Turfhaven, until we see a block away on the right, the entrance to Sint Pietershof with the date 1691. Go inside for an impression of one of the most charming of Holland's many almshouses or old people's homes. A convent antedating 1461 once stood here, then an old men's home. In 1639 it was united with an old women's home, and is still in use.

### Enkhuizen and the Zuiderzee Museum

Another 12 miles bring us to a second Zuiderzee port that has declined from roughly 30,000 souls in the 17th century to about 13,000 today. Enkhuizen's herring fleet once numbered 400 vessels, setting sail not far from the massive double tower called the Drommedaris (1540) whose carillon ranks next to that of Edam. Of interest are the 1688 Town Hall, with a museum on the second floor, and the 1559 Weigh House, but we continue to the water-side and the Zuiderzee Museum, appropriately lodged in the Peperhuis, a former warehouse of the East India Company. Here have been gathered together exhibits that explain much about the fishing, furniture, costumes, architecture, and topography of the entire region that today bears the name of the IJsselmeer. When you have admired the heavy timbers and solid workmanship of the three-centuries-old building, when you've studied the sample rooms with their authentically dressed dummies, when you've marveled over the manner of men who used cannon-size shotguns to decimate a flight of geese, step out the back door and examine the boats and yachts of all periods that are tied up at the pier to illustrate the history of shipbuilding. A large covered hall of ships



is continuously being added to with new finds, proving that for centuries, even from Roman times, the Zuiderzee has been the graveyard of ships of all sizes and types. Holland's great problem now is to find space in which to display what are undoubtedly remarkable historical and archeological discoveries.

The temptation to linger here is great, but we have far to go still. On the west edge of town the main road leads left. We keep straight ahead, however, following the signs for Bovenkarspel and Grootebroek. At Hoogkarspel we turn right and follow the country roads north for a total of 13 miles to Medemblik, the third and smallest of our dreaming IJsselmeer cities. We now pass the restored Radboud Castle, started in 1288 by Count Floris V to keep his just-conquered Frisian subjects from revolting, and continue to Westerhaven 25.

From the outside, this appears to be just another fine home, but inside there is a winter stable with pens, haystack, and all. In summer, following the old West Frisian custom, the cattle live in the fields (sometimes wearing canvas "coats" if the weather is chilly). The house, owned by the Schouten brothers, is used for displaying antiques. Visitors are welcome.

In other respects, Medemblik falls short of Hoorn and Enkhuizen. As you leave town by the Medemblikkerweg leading northwest to the main highway, keep your eye cocked for the Lely pumping station on the right at some distance from the road. We are now entering the Wieringermeer Polder, completed in 1930, and it was one of the two stations used to pump the water out. It has the unbelievable capacity of 330,000 gallons per *minute*, yet when you consider that much of the 50,000 acres reclaimed here are 18 feet below sea level, the need for such a vast potential becomes evident.

Three towns were built in the midst of this pentagon-shaped polder: Slootdorp, Middenmeer, and Wieringerwerf. The highway leads us past the last of these, about 4 miles west of the point where the Germans breached the dike on April 17, 1945, only 18 days before the Nazi surrender. The land, of course, was completely flooded, but the polder was pumped dry as soon as the dike had been repaired, and, thanks to the fact that the IJsselmeer is today nearly 100 % fresh, crops were growing again in the fields by the following spring.

Fourteen miles after leaving Medemblik we pass a second pumping station at the northern end of Wieringermeer Polder and cross a corner of the former island of Wieringen to the town of Den Oever, the beginning of the *Afsluitdijk* or enclosing dike.

The late author Karel Čapek made such projects seem elementary. "You take a bit of sea," he wrote, "fence it and pump it out, and at the bottom is left a deposit to which a very respectable slice of Europe, by means of its rivers, supplies its best swampy soil, and the sea finest sand; the Dutchman drains it, and sows grass there, the cows feed on it, the Dutchman milks them, and thus make cheese, which at Gouda or Alkmaar is sold to England . . ."

It is the enclosing dike that makes this all so simple. Although many men dreamed of running a barrier from North Holland to Friesland and reclaiming the Zuiderzee, Dr. Lely was the first to conceive a practical plan, back in 1891. Persuading the government to appropriate the funds required an additional 25 years. Actual work commenced in 1923. The dike you see today is 18 miles long, 300 feet wide, and 21 feet above mean water level. Its top carries a surfaced motor road plus a path for bicycles and another for pedestrians. Sheep are grazed on the grass strips in between. To the right, as you drive northeast, the IJsselmeer stretches away to the horizon, its placid surface broken only by poles that anchor fish nets, usually with a seagull perched on top. To the left, a high ridge of the dike shuts off a view of the North Sea, but if the weather is foul and the wind from the north or northwest, the spray of the breakers will blow over on the roadway in a sullen display of temper at the pretensions of man.

Slightly more than halfway across, a monument raises its tower above the point at which the dike was closed on May 28, 1932. From its top you can survey the entire project from shore to shore on a fine day, and, if the daring of the scheme has caught your imagination, buy an illustrated booklet describing this and a number of other reclamation plans. Then, turning back after a pause at the café in the base of the monument, we start the 55-mile run back to Amsterdam, a trip that requires little more than an hour thanks to the express highway that leads south.

But the Dutch have found more than romance and history in their old Zuiderzee. Apart from the large areas of new land being reclaimed from that historic basin of water, they are now using it for hydraulic studies as well. On the eastern side, near Emmen, the Delft Hydraulics Laboratory has established a large open-air and covered experimental station in which extensive model studies are carried out not only for current and planned Dutch projects but also for hydraulic works intended for countries all over the world. This corner of the Zuiderzee, is, in fact,

an international microcosm of ingenious schemes for new harbors, intricate river improvement projects and other ingenious ways of using the waters which are being planned, or dreamed of, by almost every country facing hydraulic problems, whether it be flood control, harbor expansion, the taming of unruly rivers, or land reclamation.

## II—Amsterdam Northwest to Zaandam, Alkmaar, and Texel

This excursion is shorter than the first—114 miles—and takes us up the west coast of North Holland to Den Helder, terminus for the boats to Texel (which there won't be time to visit in a single day), then back down through the center of the province to Amsterdam. We are completely away from the IJsselmeer with its memories of days of glory. Here the North Sea is king—we shall visit one village destroyed twice within two centuries.

We leave Amsterdam by the road that leads to Zaandam, crossing the North Sea Canal after 5 miles, another of the mighty works of the Dutch. You'll recall that originally Amsterdam's ships reached the open sea by sailing east to the Zuiderzee and then north. The silting of the Zuiderzee during the 18th century, however, threatened Amsterdam, where during the Golden Age more than 3,000 ships could be counted alongside the busy quays, with extinction unless some new outlet were discovered that could accommodate vessels of deep draft. The North Sea Canal was the solution.

Extending for 15 miles through dunes whose average height is 33 feet above sea level, it reaches the ocean at the fishing village of IJmuiden after passing through a set of locks so vast that the *Queen Elizabeth 2* could pass through with 150 feet to spare at each end. The canal itself was opened in 1876 after 11 years of labor; the present system of locks was completed in 1930 and can cope with a difference in water level of 13 feet, although the average is normally about half that. So much salt water is admitted every time the locks are used that the entire IJsselmeer could be contaminated if there were not another set of locks at the Amsterdam end to keep the waterway isolated. The entrance was recently enlarged to accommodate tankers.

For many years the canal had the effect of cutting North Holland in half and leaving road traffic dependent on ferries. In 1957, however, a vehicular tunnel was completed at Velsen.

The Zaan area, which we enter after crossing the canal, was Holland's great windmill area centuries ago, and although hundreds have been torn down, you will still see a few scattered here

and there. Even more important, if you play golf, is the fact that the district gave birth to the game of *kolf*, the lineal ancestor of today's pastime. There is little resemblance to today's game; then only one club was used which looked like a rather unfortunate combination of hockey stick and polo mallet. The ball, a clumsy leather affair, was half again bigger than a cricket ball or soft ball. No water traps were needed, thanks to the abundance of canals, and historians are vague as to just how the course was laid out. The emphasis seems to have been more on the opportunities for exercise than for scientific play. You can see some of these primitive implements, by the way, at The Hague Golf and Country Club.

During the 17th century Holland was renowned as the leading ship-building nation of the world, with Zaandam as its center. One of the many people who came here to study Dutch progress in ship-building, mathematics and physics at first hand was Peter the Great, the enlightened young Czar of All the Russias. Arriving "incognito" in Zaandam in 1697, he worked in the shipyards as Peter Michailov, but local curiosity forced him to take refuge in Amsterdam after one week. Czar Nicholas II (1868-1918) arranged to have the small wooden house his ancestor had inhabited during his short stay in Zaandam turned into a museum and in 1911 he presented the town with a statue of Czar Peter, which now adorns the marketplace.

A mile or so up the road we come to Koog aan de Zaan, notable chiefly for the old (1751) *Het Pink* windmill, which has been converted into a museum specialized in the history and construction of mills. At Zaandijk, a village just east of the highway, is an antiquities museum, housed in the 18th-century home of a wealthy merchant. Its rooms are furnished in the typical old *Zaanse* style and represent the life, culture and industry of the district in former times. Even more interesting is the *Zaanse Schans* plan in which a small village has been created by re-siting old houses in original Zaan style, all surrounding a most attractive old restaurant, "De Walvis" (the Whale).

This Zaan area, however, has not escaped the Dutch industrial revolution. Side by side with the old buildings still redolent of clever craftsmanship there are now busy factories turning out a host of different products. Yet every effort is being made to retain some of the old-time glamor of the area—although with varying success.

We continue up the main road beyond Wormerveer to Krommenie, a hamlet where everything seems to be on a miniature



scale. Gables, pilasters, façades, cornucopias, and sculptured panels abound in this arcadia of two-roomed cottages. Particularly interesting are the houses at Noorder Hoofdstraat 74, and at Zuider Hoofdstraat 65 and 115.

If it's spring, take the Alkmaar highway and stop at Limmen, a center of the tulip, narcissus, and hyacinth industry, where there is a unique outdoor "tulip museum" in which practically all the original varieties of this wonderful flower are still preserved—and grown. If not, turn north at Uitgeest and follow the country road to Akersloot, the oldest village in this part of the Netherlands according to records that date back to 777. Even more impressive, however, is the Alkmaarder Lake on which it lies, a yachting center crowded with graceful craft. Beyond Akersloot the road follows the west side of a canal all the way into Alkmaar.

### Alkmaar and its Cheese Market

Though Alkmaar is famous today for the Friday-morning cheese market (end of April to end of September), it is worth visiting in its own right, too. Its origins go back to the 12th century, but its proudest day was in 1573 when Don Frederico of Toledo, son of the dreaded Duke of Alva, was forced to abandon his siege of the town. This was the first important victory over the Spanish, the first indication that the Dutch could hope to succeed in throwing off the foreign yoke.

The late 15th-century St. Lawrence Church has one of the three or four finest antique organs in the Netherlands, not to mention the tomb of Count Floris V, who overcame the fierce Frisians and built the castle we saw yesterday at Medemblik. The Town Hall, a beautiful Gothic building from 1520, contains a modest museum. But the glory of Alkmaar is the Waaggebouw or Weigh House, a 15th-century chapel with a tower that was added in 1597. As you stand below its ornate step gables, your eye is drawn upward by a labyrinth of receding planes that culminate in the weathervane. If the hour is about to strike, pause for a moment to enjoy the chimes and watch the moving figures. Then climb the tower for a view of the town that takes you back three hundred years and more. Canals cross this way and that and the former ramparts are outlined by gardens ablaze with flowers. In the distance, windmills turn in the face of a breeze perfumed with the faint scent of the salt sea.

If it's a Friday morning, it won't be easy to tear yourself from the spectacle taking place at your feet. The cheeses arrive at the market by barge (the factory may be as little as half a mile away),



and are unloaded by means of a juggling act that would do credit to any circus as the round balls, weighing anything from 4 to 14 pounds, are pitched from the barge to barrows that look vaguely like stretchers. At this point the porters or carriers take over. Together they form an ancient guild with the exclusive privilege of handling the cheeses. A "father" directs the activities of the 28 porters and various older workers who assist them. The porters, in turn, are divided into four groups or *veems*, dressed alike in white shirts and trousers but distinguished by blue, red, green, or yellow straw hats. Each group consists of three pairs of carriers and a silver-badged headman who is responsible for seeing that his men are spotless, punctual, and well disciplined, and that the group's scales are correct.

The actual selling of the cheeses takes place in a ring and is consummated by a handclasp that is as binding on both parties as a signed contract. The porters wait until a barrow is piled high with cannonball-sized cheeses. They then attach a leather shoulder sling to the barrow's handles and jog off with a distinctive bobbing gait calculated not to spill the load. At the weighroom the barrow is set on the group's own scales. The total is noted on a blackboard, and then the barrow is carried off to the new owner of the cheeses or, more likely, his barge, where other workmen store them in neat rows.

All morning long the twelve pairs of porters jog their way through the crowds of tourists to the weigh house and back, gradually building up their tally for the day. The color group with the highest total is made chief guild group until the following week. When the market is over, the porters retire to their own quarters to drink beer specially brewed for the occasion, using centuries-old pewter mugs that have been handed down from father to son. Over the fireplace hangs a "shame board" with the names of the men who were late reporting to work or who cursed while on duty.

About this time the 35-bell carillon bursts into life with a medley of popular and classical tunes that cascade down the belfry in a golden shower. As a glorious finale, the noon hour is announced, and at every stroke of the bell, a trumpeter blows his horn, doors open, and horsemen burst out of the clock tower, lances held high.

For three hundred years cheese has been sold in this fashion at Alkmaar. If today the market is perpetuated for the benefit of tourists (more efficient ways of handling cheese have been developed over the centuries), it is done so with a zest that betrays

the townspeople's own delight in recalling bygone days when there was time for pageantry.

Leaving Alkmaar we turn half-left off the main highway to the pleasant village of Bergen, which lies on the edge of the sea dunes and beside a forest. For the last hundred years or so, various schools of Dutch artists have settled here where life is pleasant and cheap and the surroundings inspiring. In summer they hang their canvases under the shady trees, adjourn to a nearby café, and await the call of fame and fortune. Roughly 3 miles due west is Bergen-aan-Zee, a simple, family-type seaside resort similar to Egmond-aan-Zee and Castricum-aan-Zee, which lie farther down the coast to the south.

We follow a local road north, however, towards Schoorl, skirting the edge of the widest and most densely wooded dunes in the Netherlands. We pass through sleepy villages—Bregtdorp, Katrijp, Hargen, Camperduin—that curve gently westward until suddenly we are face to face with the North Sea. Ahead of us stretches a 3-mile gap in the dunes that has been heavily reinforced with piles, breakwaters, and dikes with the collective name of Hondsbosse Zeewering. The road runs alongside these fortifications to Petten, which has been twice submerged by the sea plunging through the breach in the dune line, once in 1421 and again in 1624. In 1943 it was destroyed a third time, but by the Nazis instead of the ocean.

The coastal road ducks back behind a new range of dunes for another 6 miles to the dreamy seaside resort of Callantsoog. From there it's a straight run into Den Helder at the northernmost tip of North Holland.

### Den Helder and Texel Island

Bordered by the rolling North Sea on three sides and secure behind heavy dikes, Den Helder is full of surprises. At the end of the 18th century it was a forgotten fishing village visited by seagulls. Then, in January 1794, the Dutch fleet got itself frozen into the ice between Den Helder and Texel Island opposite. A detachment of French cavalry took advantage of this predicament by riding out on the ice and capturing the fleet, one of the few instances in naval warfare when horsemen have been decisive. Five years later the Duke of York landed here with a force of 13,000 Russian and 10,000 English troops, who were subsequently defeated near Bergen by French and Dutch forces based on Alkmaar. In 1811, Napoleon ordered the town fortified.

Today Den Helder is the chief Dutch naval base and training center, recruiting many men and women from the sturdy citizens of the city itself. The Royal Naval College, the Admiralty Palace, the state shipyards, and usually a contingent of vessels can be seen. Naval uniforms seem to predominate, and even the local young ladies seem to have adopted the rolling gait of the sailor. Standing on the harbor quay you can recall that glorious day in 1673 when a Dutch fleet under the command of admirals Tromp and De Ruyter defeated a combined English and French fleet almost within sight of this coast.

Texel, the largest (13 miles long, 6 wide) and most southerly of the five West Frisian Islands, is a scant 2 miles from Den Helder. A good ferry service carrying passengers and cars makes the 20-minute run to the port of Oudeschild. Less than 11,000 people live in the seven villages scattered about its surface, although during the year it has millions and millions of visitors. For Texel is a bird paradise, a breeding ground (May and June) discovered by the birds themselves and now protected by the island authorities. Its wide dunes, extensive moors, shallow lakes, and wooded clumps form ideal seasonal homes for mating, breeding, and training the young as part of that great miracle of nature known as migration. In the spring the visitors arrive, with no transport problems, by the million. Almost every known variety of duck and geese, belligerent ruffs and peaceful reeves, avocets and plovers, wagtails and warblers, stately spoonbills and dignified herons, kestrels and bitterns, gotwits and martens—these are just a few of the regulars who turn this island into a bird-lover's treasure-house. The birds from Africa in the distant south and Siberia in the mysterious east know they are safe here; they even seem to know that the ardent human tourist is not allowed to get *too* close to satisfy his curiosity about the love-life of the wheatear or the home-life of the black tern. The guides who conduct the human visitors around these sanctuaries know just how far the different bird colonies will tolerate inquisitiveness, and they also know when the birds will or will not object to having their photographs taken. For the special benefit of bird-lovers the Texel VVV has prepared a brochure on the bird life of the island, including a survey of the different reserves and a checklist of those which can be seen. Some of the hotels make special arrangements for bird watchers, including excursions.

But don't expect to rush around Texel. This is an isle of peace, and the visitor in a hurry is regarded as having come to the wrong place. On Texel you are expected to move quietly, to take

your time to see the special flocks of sheep grazing so placidly on its pasture, or the millions of narcissi blooming in spring, or its carefree fishing fleet, or farmers who make their special green cheese from ewe milk.

On Texel you can ride, cycle, walk, or take a bus. The seven villages are linked by good though narrow roads, and the rolling dunes and golden beaches are unhampered by restrictions on walking or bathing or picnicking.

The whole transport system of the island covering the ferry and bus services are owned by *Teso*, which stands for Texel's Eigen Stoomboot Onderneming meaning Texel's Own Steamship Society. Owned by the local population it began by opening the steamer service, and the profits from its activities mainly go towards improving the roads, educational facilities and health schemes of the island. *Teso* runs two modern drive-on-drive-off vessels, each of which carries 70 motor vehicles and 750 passengers, giving an hourly service: although in busy periods there is a trip every half hour. Reservation of space is neither necessary nor possible. Private cars are given priority so that even in the busiest times there is little waiting. The journey is a pleasant one and makes it possible to get from Amsterdam to Texel in about two hours.

Perhaps unfortunately for the foreign tourist, the Dutch have at last "discovered" Texel and the other northern islands, for weekend camp-outs. Another local problem is the desire of Dutch oil companies to explore the island and its surrounding waters for oil and gas, as borings have suggested that it will be as fruitful in providing new fuel sources as some areas of the adjacent North Sea. A great fight has been put up to keep the oil-men from these islands, but it is feared that ultimately the demands of "progress" will win, especially because of Holland's great need to find fuel sources closer to home than the Middle East.

### South to Broek op Langedijk

The quickest way back to Amsterdam from Den Helder is via the main highway Alkmaar and Zaandam, which we have been following or skirting all day. Instead, let's take an extra hour or two to explore a series of country roads and the simple farming communities that lie along them.

Six miles south of Den Helder a left-hand fork leads east to Anna Paulowna, a town strung along the waters of a canal that drains a polder of the same name, honoring the Russian Grand Duchess who married William, Prince of Orange, later King William II, in 1816. A sharp turn takes us south again until we

join a better road at Schagen, the scene of a weekly folklore pageant during July and August. Then southeast to Oude Niedorp and to Noordscharwoude, the beginning of a remarkable 3-mile community that changes its name to Zuidscharwoude and then Broek op Langendijk. On the other side of the main highway, at Heerhugowaard, you will find one of the biggest artificial ski-slopes in Europe.

This is the country of a thousand islands, a spot unique even in the rambling waterland that is Holland. A maze of canals tied together by a web of lovely bridges greets the eye, together with Frisian gondolas gliding back and forth carrying farmers and vast loads of cabbages, potatoes, and the like. Chances are they are all bound in one direction, towards the auction hall that claims to be the world's oldest (1887), largest, and most remarkable vegetable market.

Below Broek op Langendijk we rejoin a main highway for another 3 miles. When it forks right for Alkmaar, we turn left and follow an arrow-like country road east across the middle of the Schermer Polder, whose midpoint is marked by the village of Stompetoren. Just before entering Schermerhorn, we climb out of this polder only to descend, just beyond, into the even older (1612) Beemster Polder, perhaps the most beautiful in all Holland. This is an orchard area whose fruit trees burst into blossom between the end of April and early May. Some of the original farm-houses still stand, bearing such dates as 1682 and 1695, and can be seen on the right-hand side of the road almost a mile south of Midden Beemster.

Working our way east around the right-angle corners of this gridiron-shaped paradise, we soon enter Purmerend, which stands on high ground in the middle of the Beemster, Purmer, and Wormer polders. The church, which dates back to 1358, was largely rebuilt in 1591 and has a fine baroque organ (1742), but the big attraction is the tremendous pig, cattle, and horse market on Tuesday mornings. From here, an 11-mile stretch of highway leads back to Amsterdam.

### III—Amsterdam South to Aalsmeer, the Bulbfields, and Haarlem

This is the shortest of our excursions—70 miles if the bulb-fields are in bloom, otherwise 48—and the most beautiful. Hardly are we out of Amsterdam on the main highway leading south to The Hague and Rotterdam than we drop down into the Haarlemmermeer Polder, the largest and most important in the Netherlands until the enclosing dike was completed. For centuries this



14-mile-long lake was a constant threat to Haarlem and even Amsterdam as well as to the ships that sailed across or fished in its waters. A gale or even a sudden change of wind was enough to pile its waves against the dikes along its sides.

As early as 1617, one of Holland's most talented engineers and windmill designers, Jan Adriaansz Leeghwater, conceived a plan for diking and draining the Haarlemmer Lake. The book in which he described his scheme for using 160 windmills went through seventeen editions, but the capital investment required was too great for those days and the success of so ambitious an undertaking was too problematic. Not until 1851 with the advent of steam power did his dream become a reality.

These thoughts fresh in our mind, we turn off the main road and follow the signs pointing to Schiphol Airport, which lies located in the northeast corner of this vast polder, a circumstance that makes it unlike any other airfield in the world. To begin with, the runways are 13 feet below sea level, a statement you can verify as you drive along the top of the dike that keeps the polder dry.

Schiphol, expanded in 1967, is the most important commercial airport in the country and one of the best equipped airports in the world. Its facilities cover every possible type of landing aid for jets, including the enormous jumbos and a wide variety of amenities for travelers. The airport handles over seven million passengers a year, and almost 250,000 tons of freight, as well as 10,000 tons of mail. However, it has a capacity for double these figures, and is still yearly increasing its facilities. Non-flying visitors total about 2,000,000 a year, which shows it is still high on the list of tourist attractions. A recent expansion, for example, enables it to berth eight jumbo jets together at one of its terminal piers alone.

At Schiphol is the national aviation museum *Aviodrome*, with its striking aluminium dome. It contains displays depicting man's adventures in the air since the days of the Wright brothers, and contains many early planes as well as scale models of space ships.

Although Schiphol is the home port of KLM, the Royal Dutch Airlines, it is actually owned by a national company, which leases space to forty-four of the major international airlines.

Instead of turning in the entrance to Schiphol, however, we continue along the top of the dike another 3 miles or so to Aalsmeer. Turning right in the center of town, we follow the signs to the *Centrale Aalsmeerse Bloemenveiling*, the most important flower auction hall in Europe. There are five auction rooms, two

for potted plants, two for cut flowers, and one for bulb flowers. Buyers begin bidding as early as 7 a.m. and continue until everything has been sold, usually about 11 or 11:30. In a single year, as many as 95 million carnations, 15 million chrysanthemums, 750 million roses, 9 million sprays of lilac, and 14 million sweet peas pass through this building, as well as thousands of other varieties, representing sales of around 400 million guilders a year.

The great majority of these are raised in 800 acres of hot-houses and 1,000 nurseries run by 3,000 growers, all within a radius of a mile or two of the auction rooms. They arrive by barge and are sorted out into lots. A sample is selected from each lot and held up for the assembled buyers to see. The auctioneer then sets in motion what looks like a vast clock with numbers around the rim and in the middle. The numbers in the middle correspond to the seats in which the buyers sit, each of which has an electric button. The numbers around the rim represent prices for ten bunches of flowers or plants similar to the sample being displayed. A pointer, like a huge minute-hand, begins to move, but instead of starting at low prices and working up, it begins at high prices and moves backwards. The instant it reaches a price acceptable to the most eager buyer, he presses his button, the minute-hand stops, and the number of his seat lights up on the clock face. This proceeds at the rate of roughly 600 lots per hour. On a normal day ten of the auction clocks are continuously in operation.

While your guide is taking you through, you may notice a buzz of excited conversation among the buyers. One of them, buying roses for export, say, may have discovered that roses of the same quality are selling for less in the cut flower auction room next to his; in this case, he starts buying something else and lets his partner in the other hall complete his orders for roses.

Once sold, the flowers are taken to the packing and delivery sheds. Those intended for export are skilfully wrapped in tissue and lightweight cardboard boxes, rushed to nearby Schiphol Airport, and are being admired in Stockholm, Paris, and London flower-shop windows before the end of the day, all within 12 hours of the time they were cut. Those for sale in Holland are loaded in trucks and dispatched to shops all over the country.

Even in the depths of winter when the roads are slick with ice and the canals half frozen, bargefuls of huge cheery chrysanthemums, roses, carnations, and lilies appear in the Aalsmeer auction room, together with a wonderful array of cyclamens and miniature azaleas, both popular as Christmas presents.

And in September when the town goes all out for its *Bloemen-corso* or flower festival, something over 2 million blossoms are used for the huge decorated floats, a sight that attracts thousands of flower fanciers to Amsterdam's Olympic stadium.

### Hollands' Bulbfields

Still dazzled by the sight of so many flowers in one place, we retrace our route for a quarter of a mile or so to the edge of the Haarlemmermeer Polder, where we plunge west across its middle on a road so straight that we are through Hoofddorp or "Head Town" before we realize it. On the far side of the polder, just as the road climbs slightly to go over the western dike, a strange building on the right attracts our eye.

This is the Cruquius Pumping Station, completed in 1849, which helped pump out the Haarlemmermeer. It was in continuous use until 1933, at which time it was converted into a museum that well merits a stop. Besides explaining by means of working models how a polder drainage system works, it contains a relief map of the entire Netherlands which can be flooded at will and then pumped dry in a vivid demonstration of the fate that would overtake the country if all the dikes were to give way or if the polar ice caps were to melt (producing a rise in sea level calculated at 160 feet!). Models of various kinds of windmills can be seen here as well as a detailed explanation of how major dikes are constructed today. Don't overlook the Cruquius pump, an engineering freak with eight walking beams transmitting power to as many pumps from a single cylinder with a 10-foot stroke. This freak had a capacity of 85,000 gallons per minute and operated for 84 years, so it ill behoves us to mock its forest of levers, pipes, and gauges.

The delightful garden city of Heemstede lies on the higher ground just outside the Haarlemmermeer. If the bulb season is past, we continue west to Zandvoort. Let's assume, however, that it's April or early May and turn south for Bennebroek and the most important bulbfields in the Netherlands.

Such great progress has been made in producing new varieties of the main bulb plants that the calendar is no longer quite the tyrant it used to be. Still, there is a general progression in this part of Holland from daffodils and narcissi from the end of March to the middle of April, early tulips and hyacinths from the second week of April to the end of the month, and late tulips immediately afterwards. An early or late spring can move these approximate dates forward or backward by as much as two weeks.

The art of bulb growing, by the way, has been a Dutch specialty since the first tulip was brought to Holland from Turkey in 1559. In 1625 an offer of 3,000 florins for two bulbs was turned down, but the speculation in bulbs became a mania during the years 1634-1637, as irrational and popular as stock market speculation in the late 1920's, when fortunes were made—and lost—in a single day. Individual bulbs worth thousands of guilders had their pictures painted in tulip books that enjoyed a similar vogue. Only during the last 60 years has the scientific approach prevailed. Today's experts diagnose the rarest tulips illustrated in the books that have survived as suffering from viruses that caused abnormal (and beautiful) coloring or shape.

The bulbfields themselves extend from just north of Leiden to the southern limits of Haarlem, but the greatest concentration is limited to the district that begins at Sassenheim and ends between Hillegom and Bennebroek. In a neat checkerboard pattern of brilliant color the fields stretch out as far as the eye can see on either side of the road that joins these towns. They are largest to the west, stopping only at the edge of the coastal dunes. You must prepare yourself for a surprise—the landscape looks exactly like the colored postcards you have seen.

The apparent artificiality of the sharply defined rectangular fields is not a concession to taste. It is part of the businesslike efficiency of an industry that has made the bulb Holland's second most important export commodity. It must be remembered that here the bulb, not the flower, is the most important part of the plant. When the flowers are ripe, so to speak, they are cut off, leaving only the green stalks. The children play with the discarded blooms, threading them into garlands which they sell to passing motorists or make floral mosaics with them.

Let's follow the main Hillegom-Lisse-Sassenheim road south from Heemstede. At Bennebroek, just before we enter the core of the bulb district, is Linnaeushof Garden. It comes by its name honestly, for the famous 18th-century Swedish botanist once worked on these very grounds studying and classifying the plants he found in the garden of the then lord mayor of Amsterdam. Open from April to October, this garden features bulb flowers in April and May, lilies, lilacs, roses, and the like in June and July, and begonias and dahlias in August and September. It also features the *Minicorso*—the world's tiniest flower parade—all through the year.

Soon we are in Hillegom where we stop briefly at Treslong, the official demonstration garden of the bulb growers, started in

1949. As many as 70,000 bulbs of 700 varieties can be seen here, each identified by name and grower. We are now in the province of South Holland. While in Hillegom visit the nurseries of M. van Waveren & Sons, founded in 1822 and the largest bulb grower in the country. In their hothouses, where the first snow-white amaryllis and pink calla lily were grown, an endless variety of new cross-strains are being developed to grace the gardens of the future. In the warehouses you can see how some of Holland's yearly 5,000,000,000 export bulbs are packed for shipment to the far corners of the earth.

Between here and Sassenheim you may notice flower mosaics on one side or the other of the main road. These are worked out, petal by petal, by the local residents in competition with each other, usually reaching their peak just before the annual *Bloemen-corso* or flower parade. This last, starting from Sassenheim, Lisse, or Hillegom (the starting point changes yearly) on the morning of the third or fourth Saturday in April, consists of a score or more floats that pass along the main highway to Haarlem, making the return trip in the afternoon. No reservations or entry fees are required. Simply arrive in ample time and station yourself along the 6-mile stretch of road.

### Keukenhof Gardens

Lisse, the middle of the three main bulb towns, is noted for its Keukenhof Gardens, but we keep straight ahead to Sassenheim, turning right (west) into the bulbfields at the north edge of town. At Loosterweg we head north again, following the zigs and zags of this country lane as it passes through the very heart of the fields so overburdened with color. Presently we are back at Lisse again, and follow the signs for Keukenhof.

From the end of March to the end of May the 60-acre Keukenhof Gardens, founded by leading bulb growers, are a living open-air flower exhibition that is unique in the world. As many as 8 million bulbs blossom here together, either in hothouses (where they may reach a height of nearly 3 feet) or in flowerbeds along the sides of a charming lake. Holland's leading bulb growers have joined together to make this old estate a permanent treasure house of floral beauty, displayed in a natural woodland where centuries-old trees shade winding streams and placid pools.

This world-famed Keukenhof celebrated its 25th birthday in 1974, and although some special events were held to honor the occasion, you can always see the gay "meisjes" who stroll around as guides and hostesses in the old-time costume of Jacoba van Beieren,



who had her hunting lodge here in the 15th century, and who was in succession Dauphiness of France, Duchess of Gloucester and Countess of Bavaria.

Spring is not the only time of the year when this man-made tide of color bursts the dikes and floods the fields around Lisse. Just as the many hues of hyacinths and tulips march across the countryside in disciplined ranks during April and May, so in July and August does the stately gladiolus welcome visitors to his domain. Then, in September, the dahlia takes over by way of emphasizing the horticultural pre-eminence of these sandy fields by the North Sea.

From Keukenhof, Loosterweg III leads to North Holland and to Vogelenzang, whose name means "song of the birds." Birds there are, too, in profusion, for this is the wooded edge of the dunes that next lead us due west to the cosmopolitan seaside resort of Zandvoort. Flattened to the last brick by the Germans during the building of their World War II defensive Atlantic Wall, Zandvoort has been rebuilt just back from the water's edge. From the top of the water tower dominating the local scene we can see back to the bulbfields we've just visited and northeast to Haarlem, which is next on the itinerary.

First let's drive up the coast to the 3-mile, closed circuit for motorcycles and cars where international races are held during June and July. If you like to burn rubber yourself, you can rent the track for an hour or two and have a go at the lap record of 102.06 mph. It also accommodates the most popular anti-skid motoring school in Europe.

The coastal road turns abruptly inland a mile or so beyond the entrance to the Zandvoort track, leading us back through dunes to Bloemendaal or "Flowerdale," whose open-air theater is used by the Old Vic company, among others, in Shakespearean programs. In addition, it offers a miniature lake, botanical gardens, and an aviary.

### **Haarlem, Home of the Arts**

It is a short step from this ocean of annual color to a haven of perennial color. In the heart of Haarlem we find the earliest center of Dutch art. Lying in the shadow of a nest of lovely medieval buildings in the heart of this 900-year-old city of 175,000 people is the Frans Hals Museum, housing a fine collection of masterpieces by this famous Dutch painter and other artists who worked here in the 16th and 17th centuries. This 1608 building at Groot Heiligland 62 in which the display is housed was

originally one of the 25 picturesque old almshouses dotted around the lovely Church of St. Bavo (known as the Groote Kerk, or Great Church), completed in the 16th century after being under construction for over one hundred years. The setting for these arresting paintings, some amazingly virile and some unbelievably peaceful, is in itself a gem of artistry.

Occasionally, it also stages special shows such as the 1974-5 "Tulipomania", describing the period when the Dutch went bulb-mad and paid fortunes for a particular bulb.

In the center of Haarlem, around the great market square, the whole story of Dutch architecture can be traced in a chain of majestic buildings ranging through the 15th, 16th, 17th, 18th, and 19th centuries. With a smile and perhaps a little bravado you can enter most of them, from the Town Hall of the 14th century, with its candle-lit and tapestried Council Chamber, long the home of battlers for freedom, to the Meat Market, of all places, one of Holland's greatest Renaissance buildings of the beginning of the 17th century. Externally it is unique, for nowhere in the country is there such a fine sweep of stepped gables that invite you, had you a giant's stride, to clamber up to the pinnacle that almost pierces the scudding clouds. No longer does this fanciful building serve the butcher's needs. Perhaps you will find it being used for an art exhibition.

Housed in its remarkable collection of architecture, Haarlem offers a variety of museums. In the Teyler Museum, besides a fine collection of the Hague school of painting, you can see an unexpected collection of original sketches and drawings by Michelangelo, Leonardo da Vinci, Titian, Raphael and other non-Dutch masters, against a background of fossils and other petrified remains. The Episcopal Museum in Jansstraat concentrates on medieval art, particularly Catholic ecclesiastical. The Enschede Museum on Klokhuisplein houses an unusual collection telling the story of the development of printing (note the statue of Laurens Coster in Grote Markt, to whom every Haarlemmer and almost every Dutchman attributes the invention of printing), and the van Looy house in Kleine Houtweg which is the home of modern art exhibitions side by side with Jacobus van Looy's own works.

The Church of St. Bavo is girdled with souvenir shops literally growing out of its walls and buttresses. But if you can forget these unnecessary tributes to commercialism, go inside. The interior as well as the outside of this imposing structure reveals to the trained eye the architecture of three centuries in its immense

choir, the ribbed cedar vault with remarkably arranged arcades, and its ship models hanging from the rafters. Above all, look at the organ, one of Europe's most famous, with three keyboards, 68 registers, and 5,000 pipes. Built in 1738, it has been played on by Mozart and Händel, and many modern masters of that form of music. As an expert says: "There are few buildings in the world where a Bach prelude and fugue sound more imposing than in this grandest of all Dutch churches." To prove it, organ recitals are played all through the summer on Tuesdays and Thursdays.

### Spaarndam's Statue to a Legend

A mile or so northeast of Haarlem is a statue to a legend, a statue that proves once again the power of imaginative fiction. You may recall the young boy Pieter who appears in the pages of an American book called *Hans Brinker or the Silver Skates*. The story goes that he discovered a hole in a dike one afternoon and plugged it with his finger while waiting for help to come. All night long he stood vigil until, when help finally arrived the following morning, he was dead, having heroically saved Haarlem from destruction.

So many people have asked where Pieter lived and where he performed his brave deed that the Dutch finally felt compelled to do something about the legend. In 1950 Princess Irene, accompanied by her mother Queen Juliana, unveiled a memorial, if not to Pieter, then to the courage and devotion of Dutch youth through the centuries. The place selected was Spaarndam, a choice as logical as any and more picturesque than most. Even if no dike could be saved by so puny an instrument as a boy's finger, the memorial has been cunningly placed so that the motorist who stops to admire it can plug the flow of traffic around with 100 % effectiveness.

Following the signs for Zwanenburg, we rejoin the main Haarlem-Amsterdam highway, and are back in the city of canals in 20 minutes.

### IV—Amsterdam Southeast to Muiden, Naarden and Hilversum

The last of our four Amsterdam-based trips takes us along the southern edge of the IJsselmeer to the garden district of Gooiland, a 75-mile excursion that reaches into what is technically Utrecht Province long enough to see Queen Juliana's palace at Soestdijk, Princess Beatrix' palace of Drakenstein at Lage Vuur-

sche, and the costume villages of Spakenburg and Bunschoten, and the pleasant woodland town of Baarn.

First stop is Muiden, 11 miles east of Amsterdam, whose castle stands on the right (east) bank of the Vecht River at its confluence with the IJsselmeer. As early as the beginning of the 10th century, a wooden tollhouse was erected on this site. Gradually it was rebuilt and enlarged, especially under Count Floris V, who was murdered there in 1296. The castle as we see it today dates from 1280. The Dutch poet P. C. Hooft lived in it during the 17th century, since which time it has been restored. A half hour spent exploring its galleries and enjoying the view of the IJsselmeer is well spent, especially in view of the fact that Holland has relatively few such relics of sterner times.

About 4 miles farther east is Naarden, a fortified town of 19,000 souls whose star-shaped ramparts and moats have been miraculously preserved despite a succession of bloody sieges and massacres. Here the dreaded Spanish Duke of Alva refined the art of torture, here the French broke through in 1672. In comparison with other European walled cities it seems more like a toy fort, although observed from the air it shows correctness of design and stern obedience to the principles of self-protection. The 17th-century Bohemian pedagogue Comenius lived and died here (a special chapel perpetuates his memory) and the 1601 Dutch Renaissance Town Hall is charming inside. Thanks to outstanding acoustics, the 15th-century church is the locale for an annual performance of Bach's St. Matthew Passion.

Bussum, practically next door, wears a more modern aspect. So much so, in fact, that Holland's first television studios have been established here amid the comfortable homes, wide boulevards, and imposing public buildings.

Beyond Bussum we enter Gooiland, a region of lakes and woods whose scenic beauty has attracted the well-to-do from Amsterdam and elsewhere. A scant 4 miles farther along is Laren, famous as an artists' colony. About the turn of the century, artists of the so-called Hague School, attracted by the paintability of the district, congregated here and formed a group known as the *luministen*. Others joined them until today there are perhaps 200 modern painters and sculptors living in the neighborhood whose works are displayed from time to time in the Singer Memorial Foundation with its collection of paintings and engravings by the American artist William Singer, Jr. and works by many of his contemporary French, Dutch, American and Norwegian colleagues.

Baarn (in the province of Utrecht) the other town of the wealthy, lies just south of the road we take to the costume towns of Bunschoten and Spakenburg, the latter with a fine IJsselmeer yachting harbor. The distinctive feature of the women's clothing here is the *kraplap*, made of brightly flowered cotton, shaped like a cuirassier's breastplate and starched to about the same rigidity. The effect is that of a halfback on a professional football team. The men's costumes have died out. The citizens have no religious scruples about being photographed—unlike their Staphorst neighbors farther east—so you can snap away at will.

Retracing our tracks to Baarn, we turn south with Soestdijk as our goal. A vaguely semicircular building by the side of the highway is the palace of Queen Juliana and Prince Bernhard, who may emerge with no fanfare in their own car.

Heading back towards Baarn a third time, we swing west along the Hilversum road, which runs through woodlands and past the Hooze Vuursche castle hotel.

### Hilversum Up the Vecht to Breukelen

Hilversum has two claims to distinction: it is the home of Dutch radio and TV broadcasting, and renowned for the outstanding modern architecture designed by Dudok. Although broadcasting is a state monopoly in the Netherlands with the government imposing a monthly license fee, the six stations are under Catholic, Protestant, Socialist, and independent management. Their studios, the schools, the public baths, and most particularly the angular Town Hall are among the outstanding examples of the architect's art. Private construction has kept pace, too, from the magnificent mansions set among stately lawns and gardens, to spacious villas, handsome bungalows, and tidy rows of workers' quarters in the outlying districts.

Emerging on the west side of Hilversum we follow the road to Loenen, presently crossing the middle of the popular Loosdrecht Lakes, one of the most attractive swimming and yachting centers in the Netherlands. Loenen itself graces the west bank of the Vecht River, whose outlet into the IJsselmeer we saw during our visit to the castle at Muiden. The district from here south along the river to Breukelen and Maarssen enjoyed a great vogue during the second half of the 17th and the first half of the 18th century among prosperous Amsterdam merchants who built country houses beside the water in a style already showing signs of decadence, an abandonment of the austere classical line in favor of French influences. Many of these homes have been

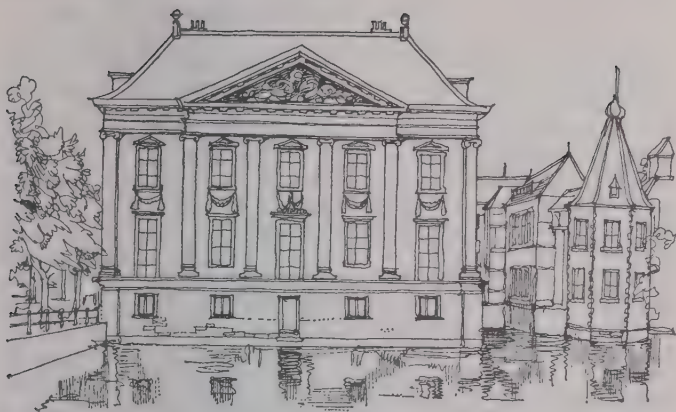


restored during recent years, and if the result is hardly Dutch, the effect is none the less delightful as the road winds and twists around each bend of the Vecht.

We continue as far as Breukelen in the province of Utrecht, or possibly a quarter mile beyond to the 13th-century Castle of Nijenrode, on the righthand side of the road, today a training school for Dutchmen planning to represent their companies abroad. Breukelen itself is just another sleepy town drowsing by the river bank, but Americans may be startled to learn that it gave its name to Brooklyn, New York City's largest borough, which still retains memories of the Dutch who founded it. On the water side of the village is the Breukelen bridge, rather more modest than its famous counterpart, since the river is no more than 20 feet wide at this point.

From Breukelen a 1-mile jog west brings us to the express highway that runs from Utrecht north to Amsterdam, a distance, from this point, of only 16 miles. So enchanting is the Vecht district, however, that you may prefer to follow the river downstream to Loenen once again before turning west for the highway back to our starting point.

Holland is making such rapid development in all sectors that the countryside and landscape changes every year. While every effort is made to retain the traditional features, tall buildings, motorways and suburbs become more evident. Yet even this provides something for all but the most unobservant tourist. The Dutch are cleverly mixing their urban expansion styles in such a way that they pay tribute to modern architecture while at the same time neither obliterating nor spoiling their own traditional rural and urban traditions.



## THE HAGUE AND SCHEVENINGEN

### *The Count's Hedge by the North Sea*

by

H. GEORGE FRANKS

As becomes an aristocrat, The Hague has several names. The French call it La Haye, whereas the official Dutch name is 's-Gravenhage or, literally, the Count's Hedge, while Den Haag is favored by the Dutch in conversation. Its neighbor is content with a single appellation—Scheveningen—which no foreigner can pronounce properly anyhow.

The business about the hedge recalls the early 13th century when the Counts of Holland had a hunting lodge in a small woodland village called the Hague or "hedge." Then, around 1248, Count William II built a castle, which was subsequently enlarged and fortified. A town grew up around the castle, and gradually The Hague became the focus of more and more governmental functions. Today, over one hundred international conferences are held here every year.

Since The Hague is today the seat of Parliament, administra-

tive ministries, and diplomatic missions, it is the capital of the Netherlands in everything but name, as well as being the capital of the province of South Holland. Queen Juliana, who prefers to live simply in her Soestdijk Palace near Hilversum, receives ambassadors and honored guests of state at the recently restored Huis ten Bosch in the Haagse Bos woods. She and Prince Bernhard were married in The Hague. The only circumstance that upsets The Hague's claim as capital is the tradition of inaugurating the ruling members of the royal family in Amsterdam.

Prior to World War II there was a certain patrician distinction about The Hague, a sense of detachment from the commercial pursuits that have made Amsterdam and Rotterdam larger if not wealthier. Many officials of the Dutch colonies in the Far East formerly retired to The Hague after completing their tours of duty and heads of companies engaged in developing the East Indies found it agreeable as well as convenient to reside here.

That pattern of living has changed, however, and even the presence of the International Court of Justice, the International Institute of Social Studies, or the diplomatic colony is unable to maintain the old sense of aristocratic superiority. Instead, the mushrooming of government agencies, already launched in the 1930's, had moved at such a pace that it threatened to transform The Hague into a community of civil servants inhabited by legions of government employees. However, the government is now running a decentralization plan and moving a number of ministries, or sections of them, to other parts of the country.

Since 1973 the once-popular resort of Scheveningen has been under reconstruction and steady progress is being made to turn it into one of Europe's most modern watering-places. Some of the "old look" is being kept because a few of the traditional buildings have been designated historic monuments, and only their interiors may be changed. But one is becoming a casino, others are being given the seventies look, and new hotels will face onto the Pier, still the only one in Holland. Fishing-boats chug through the enlarged harbor entrance; container and roll-on-roll-off ferries travel daily with goods and passengers to and from England and the wide boulevard offers ample scope for breezy walking.

### Practical Information for The Hague and Scheveningen



**WHEN TO COME?** Like Amsterdam, The Hague is worth a visit any season. This is not true of Scheveningen, its next door, seaside neighbor, which is a typical resort in summer, a windswept fishing village in winter. Come as

early as *April* if the bulbfields are on your list, because they begin practically around the corner (consult the previous chapter). The last day of the month is Queen Juliana's birthday, an occasion when the aristocratic Lange Voorhout in The Hague's center is turned over to carnival attractions. The Holland Festival starts on *June 15*, providing three weeks of concerts, drama, ballet, and opera at The Hague and elsewhere. This marks the beginning of the swimming season, too, although the beaches will have been crowded on warm weekends from late April on. With their ardor for the sun, the Dutch have devised sun-traps so that whenever the sun is out it is possible to escape the cool winds.

*July* and *August* are the big months at Scheveningen, although with the closing down of two of the largest hotels in 1972, the entertainment at this seaside resort is at present rather lethargic. However, spectacular projects are under way which will turn it into an ultra-modern holiday region, complete with casino. The projects won't be fully operative for some time but a few, hopefully, will have begun by this year. And there will still be the unrivaled stretch of sandy beach, the lively pier, and the gay promenade with its bathing facilities and cafés.

*September* has the greatest pageant of all, when Queen Juliana is driven in a golden coach to the 13th-century Ridderzaal or Knights' Hall in the historic heart of The Hague on the third Tuesday and opens the new session of Parliament in a wonderful display of color and ceremony.

The Hague's talented Residentie Orchestra presents its first concerts in September, a sign that the active music season has begun. By *November* the downtown shopping streets are enlivened with festoons of multicolored lights in anticipation of St. Nicholas, on the evening of *December 5*, followed by an equally exciting Christmas shopping spree, and ending up on New Year's Eve with spontaneous firework displays in almost every street.



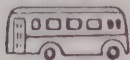
**WHAT TO SEE?** Top of the list is the Mauritshuis, a 17th-century mansion containing a superb collection of Dutch masters (including Vermeer's "View of Delft" and several Rembrandt paintings). In a different category is

the Gemeente Museum, where the emphasis is on modern art; it also has a fine collection of ancient and exotic musical instruments. The Mesdag Museum has some French Impressionists plus a great many Dutch artists of the same period whose names are not generally known abroad. It is housed in the home of H. W. Mesdag, who painted the Mesdag panorama, a stone's throw away just around the corner, which shows Scheveningen as it looked in the 1880's.

Besides the famous Peace Palace inspired by the American Andrew Carnegie and completed in 1913, The Hague's most popular attraction is doubtless the miniature city of Madurodam, open from the beginning of April until the beginning of October, in which have been gathered models of typical buildings, industry, and transport from all over Holland on a scale of 1/25th lifesize. It is as delightful as it is original.

As for historical buildings, the Ridderzaal or Knights' Hall is easily the oldest. Around it are grouped various government and parliamentary chambers, some of which, including the ornate Trêvezaal, scene of official government conferences and receptions, can be visited. Nearby is an old town gate, used today to house a torture museum that is guaranteed to send chills down anyone's back. On the Prinsengracht is *Het Hofje van Nieuwkoop*, a charming old almshouse dating from 1600, which can be visited on Tuesday and Thursday from 9 a.m. to 5 p.m. Another delightful old almshouse on the Paviljoensgracht is not open to the public. A few steps away is a statue of the philosopher Spinoza, opposite the house where he once lived (privately owned and can be visited by appointment only). *Hofwijk*, in the suburb of Voorburg, is the 1643 home of the statesman and poet Constantijn Huygens, secretary of William III,

King of Holland and England. Decorated in period style it houses the Huygens Museum. *Huis ten Bosch* in the Haagse Bos or Hague Woods is used by Queen Juliana for official receptions and receiving ambassadors. It can be visited in August (10-4). Not very far from the Peace Palace is the International Congress Center (Congresgebouw), opened in 1969. It is the largest and best equipped center of its kind in Europe, capable of handling up to 2,000 delegates.



**HOW TO GET ABOUT?** The historic heart of The Hague is so concentrated that it is best explored on foot. The beach at Scheveningen can be reached by bus or tram.

During July and August a half-day sightseeing tour of the city leaves the Toernooiveld, next to the U.S. Embassy, daily at 10:15 and 2:15, and includes a visit to the Mauritshuis and the Peace Palace, as well as a round of the delightful garden neighbor of Wassenaar. The tour also often goes to the outskirts in the area of the new satellite districts. Best advice is to get a bus-and-tram map from the VVV, your hotel, or the Municipal Information Office in the Grote Markt; you will then be able to choose your own routes. Details of special tours can also be obtained there.

*The Hague Tour Operators Assn.*, by which national and international travel agencies combine with the most important hotels in The Hague, provide 5 tours of Holland, based on The Hague. Full details from The Hague VVV, or any travel agent.



**HOTELS.** Although The Hague and Scheveningen are technically separate cities, they form part of a single metropolitan area. In selecting a hotel, however, the location is far more important than is the case in Amsterdam. If you want to spend warm days at the beach, exploring The Hague only when the weather is less favorable, you will naturally prefer to stay at Scheveningen. If The Hague is your primary goal, on the other hand, a downtown location will save you much commuting back and forth.

### LUXURIOUS

**PROMENADE**, Scheveningseweg. Very close to the Congress Center. Has 105 rooms with bath. Well-equipped, attentive service. Popular for receptions, with extensive lounges. Large car park.

**DES INDES**, Lange Voorhout 54. Old-fashioned but comfortable. 100 rooms, most with bath. Popular with diplomats as it's in the embassy area. Recently redecorated and partly refurnished, giving it a more modern and attractive atmosphere. Now a Golden Tulip hotel. Has fine *Copper Kettle* restaurant.

### FIRST CLASS SUPERIOR

**BEL AIR**, Johann de Wittlaan 30, next to Congress Center. 360 rooms with bath; indoor pool; specially geared for conference delegates.

**GRAND HOTEL CENTRAAL**, Lange

Poten 6, 137 rooms with bath. Ideal location in the center of The Hague.

### FIRST CLASS REASONABLE

**PARKHOTEL**, Molenstraat 53, central; 122 rooms, 35 with bath. Its restaurant and best rooms overlook a spacious public garden that was once part of a royal palace. The adjacent **DE ZALM**, 64 rooms, 14 with bath, is now part of the Parkhotel.

**EUROPA**, Zwolsestraat 2, 80 rooms, 70 with bath. Service sometimes indifferent. Pleasant, sunny position close to the beach.

**BADHOTEL**, Gevers Deynootweg. A good Scheveningen stopping-place. 60 rooms with bath or shower. Friendly service. About 10 minutes walk from the beach.

**EUROTEL**, Gevers Deynootweg, Scheveningen. 97 rooms, mostly with bath; apartments with kitchenette.



**HOORNWYCK MOTEL**, right side of highway before reaching The Hague from Delft or Rotterdam. 80 rooms with bath or shower. Well-equipped; snack bar, restaurant and shop.

#### FIRST CLASS MODERATE

**CORONA**, Buitenhof 42, 22 rooms, 3 with bath; comfortable. Overlooks Hague's central square. Old Dutch café downstairs, sidewalk terrace.

**HARRISON**, Spuistraat 16, 64 rooms, 3 with bath. Very centrally located.

**ALBA**, Gevers Deynootplein, close to sea.

**BALI**, Badhuisweg, Scheveningen. 33 rooms, over the famous restaurant of that name. If you like the conti-

nuous smell of Indonesian food, this is just the place.

**ATLANTA ZEE**, Scheveningen. 12 rooms. Practically overlooking the sea.

**DUIN HOTEL**, Scheveningen. 45 rooms, 20 with bath. Close to the sea. Comfortable.

**BIANCA**, Gravestraat 1, Wassenaar, 13 rooms, 10 with bath.

#### INEXPENSIVE

**ASTOR ASTRID**, Zoutmanstraat. Fairly central for shopping. Comfortable and friendly.

**ZEEHOTEL**, Harteveldstraat. Small but near the sea.

**GOUDEN WIEKEN**, Scheveningseweg. 50 rooms, only 3 with bath. Lively but rather noisy.



**RESTAURANTS.** The inner man fares well in The Hague and Scheveningen, everything from French *haute cuisine* to exotic Indonesian dishes, from traditional Dutch to piquant Italian. The choice of atmosphere is equally wide:

you can dine beside a canal or beside the sea, in an early Dutch *eethuis* or a Sumatran house on stilts. With Scheveningen first and foremost a fishing port, fruits of the sea are always a good choice. Zeeland oysters come from just south of here (during the months with *r* in them), though their cost may incline you to order them one at a time. And steaks . . . Dutch beef ought to be good what with green grass almost all year round and no hills to climb. It is. For a snack, try a raw herring from a sidewalk pushcart (if you're adventure-some), otherwise a Dutch waffle, served cold as well as hot. (Unless you specify in advance, it may come submerged in *slagroom* or whipped cream.)

**ROYAL**, Lange Voorhout 44. The most expensive in town, it is inclined to rely on its pre-war reputation. Sometimes gay, the food is always very good.

**SAUR (E)**, Lange Voorhout 51. Seafood is the specialty here. Upstairs Edwardian, formal. Best food in town. Downstairs snackbar, crowded rendezvous of businessmen and diplomats.

**HOUSE OF LORDS (E)**, Hofstraat 4. Same building as Grand Hotel Central. The gypsy fiddlers will help console you when the bill is presented. However, this has recently become rather more popular than exclusive.

**LE BISTROQUET (E)**, Lange Voor-

hout 98. Small, exclusive and very good.

**LE BON TON (E)**, Wassenaarsestraat 119, Scheveningen. Small but good French bistro.

**AUBERGE DE KIEVIET**, Stoeplaan 27, in Wassenaar. Popular for its pleasant restaurant where the excellent food is expensive. Also has 7 rooms with bath.

**THE COPPER KETTLE (M)**, Lange Voorhout 54. Below the Hotel des Indes. Rather expensive.

**SEINPOST (M)**, Zeekant Scheveningen. Completely rebuilt, this fine restaurant overlooking the beach and North Sea has now become one of the best in the province, with excellent food, similar service and a cozy at-

mosphere. Not cheap, but you get your money's worth. When booking, be sure to ask for a window table.

**MEER EN BOSCH (M)**, Heliotrooplaan 5 (top end of Laan van Meerdervoort), converted old farmhouse, cozy bar, good food. In wooded surroundings. Closed Mon. and Tues.

**PIER (M)**, Scheveningen. The circular indoor restaurant at the end of the pier has attractive decor.

**DUCDALF (M)** Dr. Lelykade 5, Scheveningen. Top fish restaurant.

**CHALET SUISSE (M)**, Noordeinde 123. One of the few places in town where there are waitresses instead of waiters. Cheese dishes good here, tends to be crowded.

**IN DEN KLEYNEN LECKERBECK, (M)**, Prinsestraat 130. Expensive,

Alternatively, any of the following are typically Dutch, often unusual in character, and all moderate to inexpensive.

**Le Soupir**, Bezuidenhoutseweg 3, for continental specialties. **De Gouden Lantaarn**, Denneweg 59a. **Wienerwald**, Hoogstraat 14, good for chicken dishes. **'t Groene Geveltje**, Molenstraat 25a, choice of 14 menus. **Hollands Glorie**, Nieuwestraat 26. **Nelson's Steakhouse**, Buitenhof 56. **La Pizza**, Buitenhof 41, many specialties. **In de Postiljon**, Lange Poten 31. **Tast Toe Grill**, Buitenhof 22, special Dutch buffet. **1001 Nacht**, Bagynestraat 24, specialties from everywhere. **Au Lapin Agile**, Oude Molstraat 26a, attractive. **Le Gentilhomme**, Noordeinde, and **De Mangerie**, Laan van Roos en Doern, both interesting cafés.

#### Indonesian and Oriental Cuisine

**TAMPAT SENANG (E)**, Laan van Meerdervoort 6. Authentic Indonesian food amid authentic Indonesian antiques. Small, but the best in town.

**KOTA RADJA (E)**, Plaats 16a. Above the American Express and one of the best places in town for *rijsttafel* or *nasi goreng*.

with a tendency to hurry you out.

**GEMESTE SCHAAP (M)**, Raamstraat 9. Hard to find, but when you see the delightful Old Dutch interior you'll feel well rewarded.

**'t GOUDE HOOFT (M)**, Groenmarkt 13. Old Dutch atmosphere, pleasant summer terraces.

**BOERDERIJ DE HOOGWERF (M)**, Zijdelaan 20. A converted 17th-century farmhouse in delightful garden. On the border of The Hague and Wassenaar.

**ONDER 'T OUDE RAEDTHUYS** (under the old Town Hall) (M), Groenmarkt. Good food, romantic atmosphere.

**ANGUS STEAK HOUSE (M)**, Lange Poten, for steaks and other typical English dishes.

**HET VERRE OOSTEN (E)**, Badhuisweg 2, Scheveningen, for Japanese and Indonesian food.

**BALI (M)**, Badhuisweg 1, Scheveningen. Serves a good *nasi goreng* or *rijsttafel* in pleasant surroundings.

**GAROEDA (M)**, Kneuterdijk 18a. Also central and a favorite.

**WOO PING (M)**, Korte Poten 3. Chinese.



**ENTERTAINMENT.** Concerts by the Residency Orchestra (The Hague Philharmonic) are given in the fine new concert hall of the Congress Center, while the Amsterdam Concertgebouw Orchestra plays in the Circus Theater at Scheveningen. Popular for recitals and chamber music are Diligentia and Pulchri Studio, both on the Lange Voorhout. Plays, normally in Dutch, and occasional opera and ballet are presented at the Koninklijke Schouwburg, Tournooiveld. During the Holland Festival from mid-June to July 7 a wide variety of international drama, ballet and opera is held in all theaters. The Congress Center also has three fine theaters.



*From Rembrandt's Night Watch, in Amsterdam's Rijksmuseum, to this modern Rotterdam factory (below), Dutch art and skill are first-class*





*The past lives on in the Holland of today, both in the distinctive dress of the town of Marken (above) and in the distinctive waterways (below) that take the place of streets in the delightful little town of Giethoorn.*





Stargazers should note the address of The Hague's only planetarium, Grote Marktsstraat 39, where demonstrations are put on (in Dutch) at 4 p.m. on Wed., Sat. and Sun. Occasional demonstrations are in English, ask your hotel clerk to check. Don't be late, or you won't get in. Realistic presentation of the American visits to the moon, and space exploration.

Except for the non-stop Cineac newsreel theater on the Buitenhof, films are screened at fixed times (generally a matinee and two evening performances), depending on the program. Saturdays and Sundays there are extra matinees. Children's features are shown on Sunday mornings. Foreign films, with American and English predominating, are shown with their original soundtracks plus Dutch subtitles.

For the young in heart, there's a puppet theater at Nassau Dillenburgstraat 8; there are circuses on the Malieveld close to the American Embassy several times a year; the Aquarium, Palacestraat 4a, Scheveningen, is open from 10 a.m. to midnight all the year round; Wassenaar Zoo, set in nearly 50 acres of woodland, has a famous collection of animals, also the largest aviary in the world. Open daily, winter and summer.

Greyhound racing (nowhere else in Holland) at the Clingendael race course starts at noon every Sunday from April to October.

As of August 1976, the well-known Delft Tattoo takes place in The Hague, with civilian and military bands participating in gay ceremonial uniforms.



**NIGHTCLUBS.** In the past year or so, the nightlife of The Hague has become so bizarre that even the veteran police are puzzled over how to control it. There are many clubs which deal exclusively with sex and openly advertise

in at least one popular local evening paper, giving addresses, telephone numbers and names of young ladies offering "discreet relaxation" and "cozy friendship", by appointment. Several clubs specialize in "married couples" evenings. Your hotel porter will most likely know the safe places to recommend.

Bars and cafés normally keep open until one in the morning, while nightclubs are lively from 9 p.m. to 4 a.m. Generally there is no admission charge to the clubs nor is there a drink minimum.

Places like the *Alexandra* in Herengracht, the *Seven Club* and the *Crazy Horse* in Lange Houtstraat, and the *Copacabana* in Scheveningen feature international artists, including strippers. The shows change every month or so. They all have small dance floors, and often the entertainers get chatty with the audience.

The *Privacy Club* in Bleyenburgh has completely closed kiosks lining one wall, with telephones in each to dial for special requests for the disc jockey, or to get drinks and snacks.

There is a rash of discothèques in The Hague, the *Key* in Bleyenburgh being about the best, especially for the 18-25 age group. Other favorites are *Tiffany's* and the *Paddock* in Scheveningen, which also has the *Playboy Club* for jazz, while Dixieland stuff is to be found in the *New Orleans Club*.

In the city center there are several rather earthy clubs in Noordeinde. For more sophisticated tastes, *Kabouter* in the Plaats is unusual. Located there for about 100 years, it looks from the outside to be just a small and ordinary bar, but actually it rambles back to provide four intimate old Dutch-style rooms, one with a dance floor and live combo. And, almost unique in The Hague, its kitchen is open until 2 a.m.

Other places are the *Rose and Orange*, a real English pub in Westeinde, *Gretna Green* in Scheveningen, and the *Palladium* not far away.





**MUSEUMS.** The most important museum in The Hague, the *Mauritshuis*, is just behind the Ridderzaal or Knights Hall at Plein 29. Open 10-5 weekdays, 1-5 Sun., it has no less than 15 Rembrandts, three Vermeers, and an outstanding selection of other Dutch masters such as Paulus Potter, Frans Hals, Jacob van Ruisdael, and Gerard Dou. Here, too, are first-rate canvases by Rubens, Van Dyck, Roger van der Weyden, Holbein, and others. The building itself dates from 1644.

*Gemeente Museum*, Stadhouderslaan 41. Open 10-5 weekdays 1-5 Sun. By contrast this building dates from 1935, the last important commission of the architect H. P. Berlage. Has a collection of ceramics through the ages, musical instruments and one or two period rooms. Often stages special exhibitions. Has the largest Mondrian collection in the world.

*Torture Museum*, Buitenhof 33. Open 10-4 weekdays, 1-4 Sun. Once part of an old palace gate, this museum can give you a chilling impression of how prisoners were housed—and tortured.

*Netherlands Postal Museum*, Zeestraat 82. Open 10-5 weekdays (Sat. till 1), 1-5 Sun. Of interest to philatelists as well as to anyone concerned with the design and printing of stamps, the history of Dutch postal services, or the modern distribution of mail.

*Mesdag Museum*, Laan van Meerdervoort 7f. Open 10-5 weekdays, 1-5 Sun. Closes earlier in winter. Paintings of the French and Hague schools.

*Mesdag Panorama*, Zeestraat 65b. Open 10-4 weekdays, 12-4 Sun. Here you can see the amazingly lifelike panorama of Scheveningen around 1880 painted by H. W. Mesdag, his wife,

and two assistants on a circular piece of canvas 45 feet high and nearly 400 feet in circumference.

*Bredius Museum*, Prinsegracht 6. Open 10-4 weekdays, 1-4 Sun. A collection of 17th, 18th and 19th-century paintings bequeathed to The Hague by Dr. Bredius, including a Rembrandt and works by Jan Steen, Peter Brueghel, Albert Cuyp, and others.

*Museum Meermano Westrenianum*, Prinsessegracht 30. Open 1-5 weekdays, closed Sun. Old manuscripts and books, coins, and Greek and Egyptian art.

*Netherlands Costume Museum*, Lange Vijverberg 14. Open 10-5 weekdays, 11-5 Sun. Several period rooms with family models displaying the fashion of the day from 1760 on. Also collection of dolls houses and clothes. The house itself dates from 1757 and faces the Vijver pond.

*Royal Coin Cabinet*, Zeestraat 71b. Open 10-1 and 2-5 on weekdays. A complete collection of Dutch coins as well as many foreign coins and medals.

*Museum voor Poppenspel*, Nassau Dillenburgstraat 8. Valuable collection of puppets from many countries, as well as books and prints.



**SHOPPING.** For those who find fun in looking out for antiques, The Hague is just the place. There are about 150 shops selling nothing else but antiques and curios, and the local VVV has a special publication giving a tour of many of them, including the usually unexplored parts of the city. In fact, if the full route is followed, it can take anything from a long morning to a whole day. From May to October there is an open-air Antique Market on the Lange Voorhout every Thursday.

Most of the antique shops are clustered together more or less in two almost adjoining districts. One of these comprises the Noordeinde and Hoogstraat

branching off from the center of the city, and the other is in the Denneweg near the Hotel des Indes.

A specially interesting shop for silver, is *In den Silveren Molenbeecker*, Hoogstraat 31. The great treasures of this establishment are its old molds, made at various times since its founding in 1868, but it is also constantly making new molds for the production of its fine handmade pieces.



**USEFUL ADDRESSES.** Embassies: *American*, Lange Voorhout 102, tel. 18-41-40. *British*, Lange Voorhout 10, tel. 64-58-00. *Canadian*, Sophialaan 7, tel. 61-41-11.

The office of the *VVV*, for years in Parkstraat, is now at Gevers Deynootplein, Scheveningen, tel. 54-62-00. There is a branch office at Hollandse Spoor rail station. *KLM* bus terminal is at Staatsspoor rail station. *KLM* booking office is at Hofweg 9, tel. 18-48-60. By the end of 1976 the Central railway station will have completely absorbed the old Hollands Spoor station, so that all trains will arrive and leave from the one station.

Travel Agents: *American Express*, Plaats 14, tel. 18-51-10. *Wagons-Lits/Cook*, Buitenhof 46, tel. 65-68-50.

Car Hire: *Trompgarage*, Trompstraat 156, tel. 33-38-08, has a large fleet of self-drive cars at reasonable rates.

Church Services. *Protestant*: English and American Episcopal Church (Anglican), Ary van der Spuyweg 1, Sundays 11 a.m. (Communion 8:30 a.m., Evensong 5 p.m.); American Protestant Church (interdenominational) Esther de Boer-van Rijklaan 20, Sundays 9:30 and 11 a.m., church school at same hours. *Catholic*: Laan Copes van Cattenburch, Sunday Masses 8:30 and 10:30 a.m. (English sermon), Evening Mass 7 p.m. (English sermon). *Jewish*: Synagogue, Wagenstraat 103, (orthodox), Stadhouderslaan 12 (liberal). Also at Harstenhoekweg 44, Scheveningen.

## Exploring The Hague and Scheveningen

The heart of The Hague is the Ridderzaal or Knight's Hall in the center of a government complex that insulates itself from the rest of the city by the charming Vijver pond. It stands alone in the middle of the Binnenhof or Inner Court, its 13th-century towers recalling an era when architects were as much concerned with defense as shelter, its shape suggesting more a church than a castle. It has had a checkered history and served successively as a munitions store, a market place for booksellers and a temporary barracks.

Inside are vast beams spanning a width of 59 feet, flags, stained glass windows, and a sense of history. It can be visited when not in use for congresses or official receptions. It is here that the two chambers of Parliament gather on the third Tuesday in September to receive Queen Juliana and hear her speech declaring the new session open and presenting the majority program for the year ahead. She arrives in a golden coach preceded and followed by retainers and guarded by representative units of the various services.

Except on this occasion, the two chambers of Parliament sit separately in buildings on either side of the Ridderzaal. The hall of the Second Chamber, corresponding to the House of Commons or the House of Representatives, is entered from Binnenhof 1a, to the right. To the left, on the lake side of the Binnenhof at No. 21, is the entrance to the hall of the First Chamber, the House of Lords or Senate of Holland. British visitors will be amused by a 17th-century ceiling painting depicting John Bull attempting to climb out of the room so that he won't have to sign a distasteful treaty. Other government ministries occupy the remaining buildings around the Binnenhof.

Just around the corner, on the right, is the International Press Center, called the Nieuwspoort, which is so democratic that cabinet ministers and parliamentary bigwigs can almost always be met there.

Keeping the Ridderzaal on our right, we pass through two narrow archways and emerge on the far side of the Binnenhof. The small, well-proportioned Dutch Renaissance building immediately on the left, its back bordering the Vijver pond, is the Mauritshuis, one of the greatest art museums, for its size, in the world. Here, in a dozen rooms, is a feast of the finest in Dutch 17th-century art. Among the 15 Rembrandts are no less than four self-portraits covering a 40-year span of his life, from a smooth-cheeked adolescent to a weary, resigned old man who was about to die. Here, too, is Rembrandt's *The Anatomy Lesson*, painted when he was only 26, showing a group of eight surgeons around a cadaver. If the subject, commissioned by the Amsterdam Medical Society, is startling, the arrangement of the group into a harmonious composition represents a historic advance in 17th-century portraiture, a precursor of the vast *Night Watch* in Amsterdam's Rijksmuseum. Other of his canvases present his father, his mother, his brother Adrien, *Homer*, *Paul*, *Susanna Bathing*, *The Presentation in the Temple*.

Vermeer is represented in the Mauritshuis by three works, most notably his serene *View of Delft*. Jan Steen has several canvases, including the exquisite miniature, *Women Eating Oysters*. Paulus Potter's enormous (7 by 11 feet) *Bull* leaves nothing more to be said on the subject of beef on the hoof, and he never surpassed it during his brief 29 years of life. You'll meet Frans Hals, Carel Fabritius, Brouwer, Gerard Dou, Adriaen van Ostade, Ruysdael, Hobbema, Gabriel Metsu, and artists from other schools, such as Rubens, Hans Memlinc, Van der Weyden, Holbein, Tenier, and Van Dyck. As in other museums, you can spend hours happily

wandering, but here you will waste no time on second-rate work.

Beyond the Mauritshuis, but to the right is an open square called simply the Plein. Around it are various other government buildings and ministries, some of them housed in buildings that were formerly used by delegates to Parliament at a time when it was customary for all the representatives from Amsterdam, for example, to live together under one roof, all those from Utrecht under another, and so on. The statue in the middle honors William the Silent.

From the Mauritshuis the Korte Vijverberg and Lange Vijverberg extend along the east and north sides of the Vijver pond. They are lined with houses whose façades suggest something of the stately aspect of The Hague during the 18th and 19th centuries. At Lange Vijverberg 14, in a house dating from 1757, the Netherlands Costume Museum portrays the typical clothing styles in vogue among people of fashion during the last two centuries. Many of the mannequins, their hair, jewelry, and makeup complete to the last detail, are placed in rooms that have been furnished appropriately to the period represented. The emphasis here is exclusively on the *haut monde*. For displays of traditional peasant and fisher-folk costumes you must go to Enkhuizen's Zuiderzee Museum.

Parallel with Korte Vijverberg, Lange Houtstraat, with its cluster of nightclubs and jazz centers, leads north from the far side of the Plein to Toernooiveld, with, on the corner, the Koninklijke Schouwburg or Royal Theater, which occupies a former palace of Nassau-Weilburg dating from 1770. This brings us to the L-shaped Lange Voorhout, a broad avenue lined with trees that bends sharply to our left. Besides a small royal palace and the Hotel des Indes, it is the location of several embassies, two recital or concert halls, a publishing house, and several exclusive courtyards and hairdressers.

Along its right-hand long axis is the Royal Library, where something over a million books are gathered. The elaborate Daniel Marot façade unites what are, in fact, three separate houses (the entrance to the reading rooms is by a back street). Beside the library is a building so narrow that tourist guides point to it as "the smallest house in The Hague." Despite the basement doorway and the curtains at its windows, it is actually a kind of architectural plug designed to fill the gap that existed between the library and the building next door. Only about 5-feet wide in front, it tapers down to nothing at all towards the back where other walls converge.

At Lange Voorhout 6 is the remarkable building of the Red Cross, its so-called skewed gable strangely out of place on this stately avenue. A few doors on, at the corner of Parkstraat, is the Kloosterkerk, built 1400, once used by the Black Friars and the city's oldest place of worship. On the far side of the Parkstraat crossing is the 1612 former home of the Grand Pensionary (or prime minister) Johan van Oldenbarneveld, one of Holland's greatest statesmen, who was unjustly executed a few hundred yards away in front of the Ridderzaal in 1619 by order of Prince Maurits. Next to it on the left is the 1700 Kneuterdijk Palace, now used almost exclusively as government offices and record rooms.

A few steps left along the Kneuterdijk brings us to another open square, this one triangular in shape and called the Plaats. The statue memorializes Johan de Witt, another unfortunate Grand Pensionary of Holland. Hearing that his brother Cornelis was imprisoned in the Gevangenpoort or Prison Gate just opposite, he came to secure his release. A crowd gathered outside, was inflamed by factions hostile to the De Witts, and broke into the prison. The brothers were dragged out into the Plaats and literally torn apart.

Pictures of the event can be seen in the 14th-century Gevangenpoort itself, formerly a gatehouse of the palace of the counts, which we visit next. For many centuries a prison, it is today a torture museum with enough instruments of inhumanity to satisfy any criminologist.

In 1967 the Plaats, along with the Hoogstraat and Noordeinde running at right angles to it, was made the hub of the Palace Promenade, a pedestrian-only shopping center gay with flowers, attractive show-cases and espresso coffee bar. This idea has since spread to a number of shopping streets in the area, which makes window-gazing a pleasure after 11 o'clock when the delivery vans are banned as well as other wheeled traffic.

As you leave the Gevangenpoort, a right-hand turn brings you to the Buitenhof or Outer Court, opposite the entrance to the Binnenhof and Ridderzaal, where our tour began. In summer an official tourist information kiosk shares its center with a newspaper stand selling papers and magazines in a dozen languages. Around its edges are several open-air restaurants and cafés and a newsreel theater.

Follow the traffic that swirls right into Gravenstraat and you'll catch a glimpse of the 321-foot tower of the 15th-century Grote or Sint Jacobs Kerk. Between us and it, facing the Groenmarkt,



NOORD ZEE  
SCHEVENINGEN

THE HAGUE

1/4 mile

1/2 Km.



Old City Hall  
New City Hall  
Gen. Post Office  
Knight's Hall  
Prison Gate  
Peace Palace  
Mauritshuis Museum  
Municipal Museum  
Panorama Mesdag  
Concert Hall  
Royal Theatre  
Kurhaus  
Stat. S.S. f. Scandinavia  
Stat. H.S. for Belgium,  
France, England  
Madurodam

DELFT, ROTTERDAM

GOUDA  
UTRECHT

is The Hague's original Town Hall, dating from the year 1565 and whose restoration was recently completed. Queen Juliana and Prince Bernhard were married in its Wedding Room in 1937. A vastly larger building a few blocks from the Peace Palace, completed since World War II, houses the present municipal administration. As a sort of annex to the old Town Hall is the new Information Office of the municipality, where any questions about The Hague are gladly answered. There is also a mini Town Hall in Javastraat used mainly for posh civil weddings, and municipal meetings and receptions.

If you follow Schoolstraat south from the Grote Kerk through Grote Markt, and Lutherse Burgwal to Paviljoensgracht, you'll be rewarded by looking in at the doorway that breaks the long brick wall on the right. This is the Heilige-Geesthofje or Holy Ghost Almshouse, founded in 1616 and little changed in the last 300 years. Around the three sides of an interior, tree-graced courtyard is a continuous row of two-story apartments, occupied by Protestant spinsters under the terms of a centuries-old charter. A great sense of peace seems to hover over the gabled brick roofs almost as though stepping through the doorway were the first step towards a better world.

Across the street at Paviljoensgracht 72/74 is the house in which the Amsterdam-born philosopher Spinoza lived until his death in 1677. Privately owned, it can only be visited by appointment. A few steps away is his statue.

### Mesdag Panorama and Peace Palace

Reversing direction, we head back across the center of The Hague to Zeestraat 65b, a building designed specially to receive the Mesdag Panorama. You enter through a series of rooms hung with canvases by the painter and his wife, follow a narrow corridor, climb a few steps, and emerge into Scheveningen as it looked in 1880. To the west is the North Sea, and below you, pulled up on the beach, are several flat-bottomed fishing boats typical of that period. A detachment of cavalry exercises its horses near the water while fishermen repair their nets. To the east is The Hague, detailed so perfectly that old-time residents can identify particular houses. So lifelike is the 45-foot-high canvas that encompasses you in its 400-foot circumference that it's hard to resist the temptation to step across the guard rail onto the dune and stride down to the water's edge. Perhaps even more remarkable than the panorama's fidelity is the fact that the couple, with only two assistants,

completed it in four months. The transparent circle inside which Mesdag stood to make his preliminary studies, has been preserved and stands to one side of the panorama.

A man of independent means, H. W. Mesdag painted as he pleased and bought the paintings of others whose work pleased him. Scheveningen, the sea, the lives of the fishermen, were his most important subjects, and he painted them a hundred times. The best of these maritime scenes are hung in the panorama building and merit more than a passing glance as you leave.

Just around the corner at Laan van Meerdervoort 7f, is the painter's house, now the Mesdag Museum. Some of his work is hung there, though few seascapes. There are canvases by Delacroix, Corot, Millet, and Rousseau. Mostly, however, it is filled with works by The Hague School, which Mesdag influenced and in a sense supported. One or two rooms contain porcelain, statuettes, furniture, and other objects d'art collected by the artist. Primarily the museum is interesting as an indication of the trends of 19th-century painting.

The Peace Palace lies just behind Laan van Meerdervoort, a monument to an ideal that still remains unrealized. Following the first peace conference at The Hague in 1899, which was called by Queen Wilhelmina of the Netherlands at the request of Czar Nicholas II of Russia, the American millionaire Andrew Carnegie donated \$1,500,000 for the construction of a building to house the proposed Permanent Court of Arbitration. The Dutch government donated the grounds, and soon many other nations offered furnishings and decorations... silver inkwells from Spain, iron gates from Germany, a Siberian marble urn from Russia, a tapestry from France (never finished), porcelain vases from China. (Daily guided visits). When you are here, be sure to set your watch to the time on the tower clock, because this is correct to a thousandth of a second, controlled electronically from Basel. The present clock was a recent gift from Switzerland whose watch-making experts guaranteed that it would never gain and never lose a fraction of a second once it was set to Greenwich Mean Time, and then adjusted to Central European Time (one hour after GMT).

The building itself was dedicated in 1913, its red-and-gray granite and brick pile rapidly becoming a local landmark. It is built in Flemish style, and as already suggested, the collection of odds and ends inside is as remarkable for its esoteric diversity as for beauty. Today, the International Court of Justice, consisting of jurists from 15 nations, has its seat here. Summer courses on

international law are presented here as well. Since the court has no compulsory jurisdiction, it can try a case only with the consent of both parties. During recent years, however, nations have chosen to settle their disputes in other ways, and comparatively few litigations have been started, a sad reflection on the ideological principle on which the Peace Palace was founded. However, this building, with 11 halls and 83 rooms and a library of 500,000 books, is visited by over 100,000 visitors every year, with guided tours being carried out whenever the Court is not actually in session.

Between the Peace Palace and the Municipal Museum there has arisen a super-modern Congress Center which can accommodate the largest international congresses organized, and has many scheduled up to 1978. It contains the latest facilities for hundreds of delegates, can serve dinner to 2,000 at one sitting, and has its own studios, translating teams and congress offices. There are three theaters and one large concert hall, the latter being the official home of the world-famed Residency Symphony Orchestra whose conductor Willem van Otterloo recently took chestra after having been in The Hague for 25 years. The Residency Orchestra now engages a well-know conductor for a seaason or a year, although it also invites guest conductors for special performances.

### Madurodam, Holland's Miniature City

One of The Hague's greatest attractions is Madurodam, a miniature city where everything is on a scale of 1/25th lifesize. It occupies one acre on the left (south) side of one of the canals connecting The Hague with Scheveningen (follow Prinsessegracht and Konin-ginnegracht to Haringkade). It is named for Lt. George Maduro, who died a prisoner in the Dachau concentration camp after heroic resistance during the 1940 invasion of Holland. Profits from its operation support the Netherlands Student Sanatorium at Laren. Its burgomaster or mayor is Princess Beatrix.

None of the details of a real city have been forgotten, from over the conductorship of the Sydney (Australia) Symphony Or-the harbor with its lighthouse, quayside cranes, and ferries, to the airport with its bustle of planes about to take off. Everything works. Cars and buses stream along a four-lane highway, passenger and freight trains circulate on close schedules, merry-go-rounds and ferris wheels revolve in an amusement park, windmills turn, barges move along the canals, and music emanates from the church or opera house.

Towards dusk the lights come on inside the homes and offices of Madurodam. The lighthouse beacon begins to turn, warning lights flash from the top of the lofty radio tower, street lights are illuminated, and floodlights reveal the medieval lines of the castle.

Although Madurodam represents no particular city in Holland, it is a synthesis of many, for the reason that nearly all the buildings are models of existing ones. An hour spent here (be sure to buy the detailed guide and map in English as you enter) will tell you much about the Netherlands and will provide an enthralling diversion.

### **Scheveningen, a New Lease of Life?**

From Madurodam, drive west along the same canal that brought you from The Hague. You pass through parks left and right until, about the time the canal ends, you can detect the unmistakable scent of the salt air. A block or two further and you are on Scheveningen promenade, a broad roadway nearly two miles long.

A fishing village since the 14th century, Scheveningen was developed as a seaside resort 140 years ago. At the turn of the century, the Kurhaus Hotel, built in 1885, was the rendezvous of the titled and wealthy society of Europe. But it closed down in 1973, along with its restaurants, bars and theater, as well as its neighboring postwar Grand Hotel. Various plans were put forward during 1973 to have the complex re-opened. A special organization was formed calling itself "We will never let the Kurhaus go", and one or two foreign hotel chains (mainly British) nibbled at the idea of taking it over. But most of them said that unless permission could be got to re-model the whole of Scheveningen's holiday facilities, it could never be made to pay.

The tide of opinion turned, however, in April 1973 when the Dutch Government promoted a bill in Parliament which would greatly liberalize the existing Dutch lottery and gambling legislation and enable casinos and bingo halls, for example, to be operated in any part of Holland under strict control. Scheveningen would certainly be one of the first to take advantage of such an opportunity, as the owners of the Kurhaus complex have been begging for permission for years to run a casino there. With the Dutch Parliament having passed the new legislation, a large property and construction combine drew up plans for the complete reconstruction of the whole Scheveningen resort area. Some of the original buildings were immediately torn down but the old Kurhaus was declared a protected monument and refurbished to form the



much-awaited casino. Other towns are planning to follow suit, because the government's plan is for them all to be run by either municipalities or other controlled bodies, with the profits going to the state.

At its southern end are the twin fishing harbors of the herring fleets, which will be deserted or jammed according to the season. Freezing plants, ships outfitters, and towering mounds of wooden barrels announce that little play goes on in this corner of Scheveningen. At the entrance to the harbors are arm-like breakwaters that extend into the North Sea. The harbor has now been enlarged by the addition of a freight and container terminal, and has facilities for passengers using the new services operating to England's east coast.

Farther up the beach to the north is the fishing port's lighthouse, and beyond that, an obelisk marks the point opposite which King William I first set foot on Dutch soil in 1813 at the end of the Napoleonic wars.

The beach itself, protected from tidal erosion by stone jetties projecting out into the water, slopes gently into the North Sea in front of a high promenade whose function is to protect the boulevard and everything behind it from the fury of westerly storms. The surface of the beach is composed exclusively of fine sand, and it's possible to bicycle or walk for mile after mile to the north without fatigue by keeping just above the water's edge, especially when the tide is going out.

The Pier, completed in 1961, stretches for 1,200 feet into the sea. Its four circular end buildings provide (separately) an attractive sun terrace and restaurant, a 140-foot high observation tower, and an amusement center with a children's sector under qualified attendance, and an underwater panorama.

### Residential Wassenaar

Just north of The Hague and left of the highway leading to Amsterdam is the Duindigt Renbaan, used for flat and trotting races, and Wassenaar.

Most residential areas of The Hague consist either of varied-styled, three-storied, red brick houses set in small gardens, or large blocks of four to twelve-storied concrete apartment buildings. But Wassenaar is even more highly individualistic. Enconced in a network of tree-shaded lanes and avenues, the inhabitants of this wealthy suburb of The Hague have let themselves go architecturally. Here you can see an extraordinary mixture of styles. But Wassenaar has its beach, too, and the Duinrell

Recreation Center, parks, camping, and numerous sports facilities.

Wassenaar Dierenpark or zoo, just on the right of the Hague-Amsterdam highway, extends over 50 acres of park and woodland and contains a large collection of animals. Of particular interest is the huge open aviary with its lawn and flowerbeds and unique collection of exotic birds. The zoo's manager has recently reported that the gorillas like to watch television when bored with watching humans, and enjoy best the children's programs, along with nature films.

### The Modern City

As with Amsterdam and Rotterdam, there have been remarkable changes in The Hague in recent years: international headquarters, great apartment blocks and imposing government offices have been erected. Although the central sector has not been greatly changed, suburban areas are hardly recognizable to those who saw the city even five years ago. Yet, the "green" aspect has been retained, and there are few more attractive cities in the country.

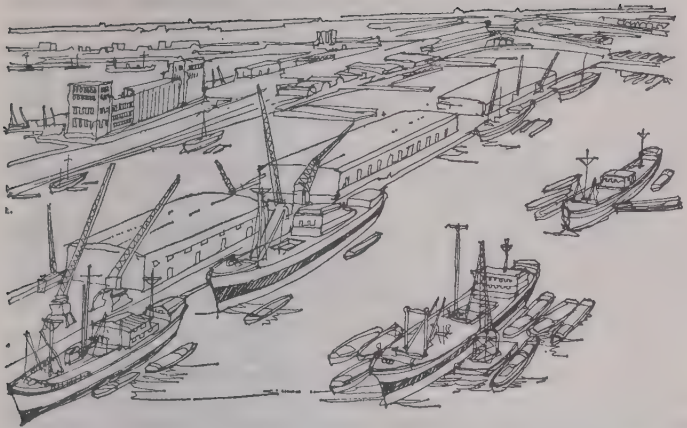
It should perhaps be mentioned that in 1973 The Hague realized that it would have to fight for its life. Suddenly attacked by a fit of decentralization, the Government decided to move many of its departments to other parts of the country, particularly to the north and the south where efforts are being made to give new life to what are regarded as underdeveloped areas.

The policy naturally incensed the municipal authorities who saw their city's importance being eroded away, as well as most of the civil servants who are strongly opposed to being uprooted and forced to start new lives in distant provinces. This double-pronged protest resulted in a slight moderation of the mass removal plan, but it seems certain that within a few years the population (at least the "official" sector) will be greatly reduced.

However, there seems to be a hope of some consolation for The Hague and its patrician citizens. Crown Princess Beatrix and her husband Prince Claus are now freely admitting that their small castle, Drakestein, in the center of the country, is not large enough either for their family of three boys or the increasing public activities which have to be carried out by the royal couple. Prince Claus in particular is closely associated with a large number of Dutch organizations and is undertaking more and more of the national work which Prince Bernhard has done for so many years. With Queen Juliana and Prince Bernhard having celebrated the 25th anniversary of their accession in 1973, there is increasing talk of the Queen deciding to retire when she becomes 65.

This is by no means certain, of course, but in any case Princess Beatrix has let it be known that when she becomes queen she would prefer to live in The Hague, at the Huis ten Bosch Palace, than in her present home.

So there seems every prospect of The Hague once again regaining its old-time function of "The Residency", which would probably compensate for the present increasing relocation of government departments and staffs.



## ROTTERDAM - UNIQUE DELTA CITY

### *Focal Point of South Holland Province*

There has always been great rivalry between Amsterdam and Rotterdam in the spheres of both shipping and commerce. Amsterdam has managed to retain the title of capital of the Netherlands, but Rotterdam has steadily earned the title of "capital" of the international shipping world, having within ten years developed from the third largest port in the world to the largest by a big margin, now being well ahead of both New York and London.

In the province of North Holland, as we've seen, a single city has become so large and influential during the last few hundred years as to sap the expansive force of its hinterland. Like some invisible magnet, Amsterdam has drawn to itself the vital energies that once animated Hoorn, Alkmaar, Enkhuizen, and even Haarlem, as if the silting of the Zuiderzee had posed so great a challenge that only one community could hope to survive with sufficient resources remaining.

The situation has been quite different in the province of South

Holland. While The Hague has prospered with the fruits of colonial administration and of government, Leiden, Delft, and particularly Rotterdam have continued to develop and grow independently. So much so, in fact, that city planners envisage the whole of South Holland becoming a single metropolitan area before the end of this century. Already Leiden stretches a hand south to Wassenaar and The Hague, already Delft finds itself beginning to be compressed between The Hague and Rotterdam. Happily this growth is taking the form of a strip around a central core of farmland, polders, and green spaces, instead of spreading outward in all directions.

Rotterdam's future is perhaps brightest. Already it has ceased to be simply a Dutch city. Thanks to its location on the delta of two great river systems, the Rijn (Rhine) and the Maas (Meuse), and the enormous Europoort and North Sea projects, it is the largest seaport in the world. Through its harbors—there are many—pass more tons of shipping each year than through all of France's combined. New industry, attracted by cheap transportation, has already well established itself along the waterways that crisscross the delta. At Pernis, just across the Maas, the greatest oil refining complex on the Continent is still expanding. This development owes much to the vision of the Rotterdammers themselves. Not only has the main entrance been deepened to take the world's largest tankers, but the harbor itself has been extended right into the North Sea by reclaiming a site which is now a combined harbor and an industrial region. An artificial island is even being built out in the North Sea to serve as an oil terminal and site for heavy industry.

There's more to Rotterdam than size alone, however. Gone are the days when the city fathers would commission a statue of a paint manufacturer but refuse to clear away the grim jungle of its commercial core. On May 14, 1940, the task was done for them by Nazi bombs, which swept away some 30,000 homes, shops, churches, and schools in the course of a few brief hours. The task of reconstruction, necessarily delayed not only until the end of the war but until the port itself was functioning again, was nevertheless a matter of years rather than decades, and the authorities seized the opportunity to give the city and the surrounding area a completely new look, using all modern techniques and ideas. Planning actually began only four days after the wartime bombing, with the result that a new city of concrete, steel and glass rose from the ashes. At the same time, the city designers and planners broke away from tradition; they were not hidebound



believers in Dutch architecture. The new city has life, vitality, and ample growth potential. With its gleaming new suburbs set in parks and gardens, it now houses well over 1,500,000 people — and is still looking for new territory. To the dismay of some of the small adjoining municipalities, it is threatening to swallow up old-time townships and even to grab still more land from the North Sea to supplement the many acres already reclaimed for the extension of its already mammoth Europoort.

Men like Erasmus, Grotius, Vermeer, Van Leeuwenhoek, William the Silent walked these streets in days gone by, but the Rotterdam citizens now have the first underground railway built in Holland; five miles long, with a capacity of 35,000 passengers an hour in each direction, it opened in 1968 and has since been extended a further four miles. The city also has a large Congress Center and Concert Hall called De Doelen.

### Practical Information For Rotterdam



**WHEN TO COME?** Because of its many-sided character, Rotterdam can offer a lot at any time of the year, especially as it can be used as the central point for trips around the whole province, the fuller delights of which are outlined in more detail in the next chapter. In general, however the spring is perhaps the best season for a visit to the cities and towns of South Holland Province, not so much because of the bulbfields in its northwest corner, already described as an excursion from Amsterdam, but rather because of the special charm budding leaves and tentative flowers impart to Delft, Leiden, Gouda, and Oudewater, a sense of life returning for another year, just as it has done for century after century. Winter, of course, reveals a different aspect as you stand, say, on the ice-cold floors of Leiden's Pieterskerk and watch the snow filtering through unseen crevices in its windows.

*April* and early *May* are thus the best months, and when you tire of tulips and the like, you can adjourn to Gouda's Thursday morning cheese market, which runs from late April to the end of September.

The month-long Holland Festival opens the middle of *June* and includes music performances, special exhibitions, and other events in Rotterdam as well as the heavy schedule of attractions in The Hague and Amsterdam. Towards the end of June all roads lead to Delft for the opening of the Art and Antique Dealers' Fair in the historic Prinsenhof, an occasion when the leading dealers of the Netherlands bring together under one roof their most precious treasures, most of which are for sale.

Towards the end of *July* you can enjoy the excitement of the Kaag Week Regattas, which take place on an almost idyllic lake just north of Leiden. On Saturday afternoons during July and *August* you may see the Kinderdijk windmills, near Rotterdam, in action. In early *September* Rotterdam sponsors an International Horse Show.

Leiden still recalls the lifting of the Spanish siege on *October 3*, and again in *November* its Pieterskerk is filled with resident and visiting Americans who gather to celebrate Thanksgiving in the church of the Pilgrim Fathers. *December 5*, of course, the eve of St. Nicholas' birthday, is the traditional time

for exchanging gifts. During the Christmas season, Rotterdam's modern shopping center, the Lijnbaan, has festive illuminations depicting a different theme each year.



**WHAT TO SEE?** The choices are difficult to make, there is so much of interest here. Apart from being such a splendid jumping-off place for the whole area, it has many facets of its own. Astride one of the most important

waterways of Europe, it is the largest port in the world, so its harbors are well worth a visit. One of the most delightful ways is by boat. The center of the city, destroyed by Nazi bombs in 1940, has arisen from the rubble of the old, with architectural innovations at every turn, such as the Lijnbaan, a shopping center from which all motorized traffic is excluded. Its Boymans-Van Beuningen Museum is easily the most modern in the country. In Delfshaven are monuments to the departure of the Pilgrim Fathers aboard the *Speedwell* in 1620. The Blijdorp Zoo is the most impressive in the Netherlands, with open pastures instead of cages. Other marvels are the Wholesale Building, the Building Center, and the tunnel under the Maas or Meuse. For an overall view of the city and the surrounding country, a visit to the Euromast, which has just been heightened from 365 feet to 600 feet, should not be missed.

All of these can be visited by taking one of the round-the-city coach trips organized by the VVV, details of which are available at your hotel. An excellent book, *Roaming Round Rotterdam*, written by an American, is available from the VVV.

If you have a couple of hours to spare, ask the VVV to arrange a visit to the *Pascal Maeterlinck* children's playground on the southern side of the city. Rotterdam is at present experimenting with several new types of playground adapted to the requirements and behavior of the child growing up in a large city. At the Pascal Maeterlinck playground the underlying principle is that children should be allowed to play just as youngsters used to do in the countryside years ago. So here, in a do-it-yourself fashion, they can provide themselves with shelter, warmth and comfort, with the minimum of adult supervision.



**HOW TO GET ABOUT?** Though not essential in this compact corner of the Netherlands, a car enables you to enjoy more fully the pageant of the countryside and to tie together the larger cities with the towns and rural com-

munities that give them depth and dimension.

Rotterdam is joined by the same railway network to Delft, The Hague, and Leiden, and, by different routes, to Gouda and Alphen aan de Rijn. The VVV organizes sightseeing tours of the city which depart from in front of the tourist information office (Stadhuisplein 19) several times daily. Besides an all-day cruise down to the Delta works reclamation project in summer, harbor tours leave from the Spido pier at the edge of Willemsplein every 45 minutes from April through September, every half hour during the peak season, and three times daily the rest of the year. The tour takes about 1½ hours. For 1½ and 3 hour tours of the port, as well as evening trips to the brightly lit oil refining complex at Pernis, go to the Tieleman pier at Oosterkade. Altogether, Spido offers a choice of 12 different water tours at reasonable prices.

On land there is the mini-Metro train which runs partly underground and partly overhead, enabling the visitor to get a unique view of the city. Take taxis only if you must as they are very expensive.

There are also regular trips to the well-known places throughout the district, either by coach or by special railway bargain tickets available at most stations.

The fast-growing airport at Zestienhoven is now used by a number of international airlines. A good proportion of the rapidly-increasing air freight from

this terminal consists of fruit and vegetables from the adjoining Westland, as well as of luxury products needed all over Europe.



**HOTELS.** Rotterdam is well supplied with hotels, although only one can be put in the "super" class. But the others are all very comfortable, providing excellent food and good service. The best-known are:

### LUXURIOUS

**HILTON**, Weena 10. Has 263 rooms with bath, all convertible into two- or three-unit suites. Its restaurants include *Le Jardin* (but an inside garden) for elegant dining, the *Seven Seas Grill*, specializing in seafood and charcoal grills, a coffee shop and a bar. There is also a large ballroom and private dining rooms for parties of all sizes. Operates a dusk-to-dawn discothèque, *Le Bateau*, every night except Monday.

### FIRST CLASS SUPERIOR

**ATLANTA**, Coolsingel 97, a Golden Tulip hotel. 170 rooms with bath or shower. Excellent location.

**PARKHOTEL**. Westersingel 70. 110 rooms with bath. Opposite parklike canal, a few minutes' walk from Lijnbaan and Coolsingel. A Golden Tulip hotel.

**CENTRAL**. Kruiskade 12, 70 rooms with bath or shower. Near Central Station and Lijnbaan shopping.

**RESTAURANTS.** Like most Dutch cities, Rotterdam has a good array of restaurants (including those in hotels) offering a wide variety of food and drinks. Here's a selection:

**THE OLD DUTCH (E)**, Rochussenstraat 20. One of the best, with garden terrace. Favored by businessmen.

**DE BERNISSE MOLEN (E)**, on the Groene Kruisweg at Geervliet, just outside the city. First-class food in a genuine old mill, with permanent exhibition of paintings and antiquities. Well worth the drive out.

**EUROMAST (E)**, near the entry to the Maas Tunnel you cannot miss this 600-foot tower. Snackbar, fair; grill excellent.

### FIRST CLASS REASONABLE

**RIJNHOTEL**, Schouwburgplein 1. Near Central Station. 140 rooms with bath or shower. Sauna. Golden Tulip.

**REGINA**, Spoorsingel 73, 55 rooms with bath or shower.

**SAVOY**, Hoogstraat 81. 100 rooms with bath or shower.

**SKYWAY HOTEL AND MOTEL**, Zestienhoven Airport, 100 rooms all sound-proofed and air-conditioned, bath, telephone, radio and refrigerator. Restaurant and snackbar.

### MODERATE

**FLORIS**, Graaf Florisstraat 68. 21 rooms.

**GRAVENBURG'S**, 's-Gravendijkwal 100. Has 32 rooms, 10 with bath. Very comfortable.

### INEXPENSIVE

**PAX**, Schiekade 110. Has 51 rooms, 20 with bath. Courtesy and comfort.

**CITY**, Hoogstraat. 38 rooms, 18 bath. Central.

**COQ D'OR (E)**, Vollenhovenstraat 25, 5 minutes from Coolsingel (near the Spido sightseeing boat quay). Excellent dining upstairs, snacks on the ground floor.

**HET WITTE PAARD (E)**, Groene Zoom 245. Located in Rotterdam-South, thus far from central. But the Old Dutch interior and excellent food are well worth the trip.

**ALBERT'S CORNER (M)**, Binnenbaan. Good food, fast service.

**FALSTAFF (M)**, Schouwburgplein 4. Reasonably quiet, with good food.

**CHALET SUISSE (M)**, Kievitslaan 31, offers excellent meals in a delightful park location beside a lake.

### Specialty Restaurants

**Kota Radja (E)**, Mathenesserplein 31, is the place for Indonesian dishes, which, of course, means an excellent *rijsttafel*.

**Moby Dick (M)**, Meent 81a, ideal for seafood of all kinds.

**Mignon (M)**, Nieuwe Binnenweg. Good grills, well served.

**Tokaj (M)**, Weena 679, is Hungarian to the last crumb.

**Akropolis (M)**, Delistraat 30, is good if you want Greek food.

**Portofino (M)**, Nieuwe Binnenweg 151, is the place for Italian dishes.

**San-To (M)**, Benthuiserstraat. Chinese-Indonesian fare.

**Lippizaner (M)**, Stationsplein 45, is the place to go for Viennese food.

**Pannekoekenhuls (I)** Weena 2, specializes in 25 different kinds of *pannekoeken* (pancakes).

**Weena Inn (I)**, Weena 6, is the fondue paradise.

**Bongers, (I)**, Meent 20, goes all out on the Dutch specialty *poftertjes*.

**Scala Bodega (I)**, Kruiskade 28, is inviting for wine and cheese.



in which ladies of all nations and ages seek to attract the seamen who always have a few hours to spare in large ports.

Your hotel porter will give you the best advice on nightclubs to suit your particular taste or fancy, especially as new ones occasionally spring up. His list, however, will probably consist mainly of the following half dozen reasonable places in which to spend a few late night hours: *The Embassy*, Schiedamsesingel, *Casino de Paris*, Het Park, *La Bonanza*, van Speykstraat, *The Pul* in Nieuwe Binnenweg, *De Wieck*, Westblaak 16, and *De Pijp* in Gaffelstraat. All have a large dance floor, good music, and cabaret. All are open from 9 p.m. to 4 a.m.



**MUSEUMS.** Rotterdam does not, perhaps have such a wide choice of museums as Amsterdam or The Hague, but it makes up in quality for what it misses in quantity. The Boymans-Van Beuningen art gallery is easily the country's newest and best designed as far as the setting out of different schools of art are concerned; the others are specialized but still well worth visiting.

**Boymans-Van Beuningen**, Mathenesserlaan. Outstanding collection of major canvases by Rembrandt, Rubens, Bosch, Frans Hals, Van Goyen, Jan Steen and others of the more or less traditional styles, while in the modern section there are the fine Van Goghs. Other wings house sculpture (Rodin, Degas and Mallioli), pewter, etchings, glass and ceramics. There are also regular temporary displays of the very modern artists, international as well as Dutch. Open 10-5

(also 7:30-10 p.m. Wed.) Sun. 11-5.

**Maritiem Museum**, Burgemeester's Jacobplein 8, contains an extraordinary collection of ship models (650), maps, atlases, prints, globes, etc. It is part of the famous Institute of Shipping and Air Transportation. Open 10-5.

**Historisch Museum**, Korte Hoogstraat 31, a 1667 house with pictures, flags, costumes, silver, guild devices, and other exhibits pertaining to the



history and development of Rotterdam. Open 10-5, Sun. 11-5.

*Museum van Land en Volkenkunde* (Geographical and Ethnographical Museum), Willemskade 25a, has an extensive collection of weapons, sculpture, textiles, musical instruments, puppets, masks, and religious ornaments from China, Tibet, Nepal, Java, New Guinea, and Africa. Open 10-5, Sun. 11-5.

*Bouwcentrum*, Weena 700 (opposite Central Station), is not a museum in the formal sense of the word. It is a center of technical studies for the building industry with permanent displays relating to schools, homes, kitchens, town planning, various kinds of materials, heating, lighting, acoustics, and the like. It maintains a library, sponsors training courses and special exhibits. Open 9-5, except Sun.



**SHOPPING.** For the best view of the modern city, walk through the Lijnbaan, an arcaded quadrangle, prohibited to auto traffic and flanked by expansive shop windows. Here are many names you will recognize from Amsterdam or the Hague and which carry the same extensive and attractive stocks.

There are also countless other shops selling everything a tourist could want, and as many of them have an international flavor it is always possible to replace any personal things which have been lost or become unusable.

There are, of course, shops in other parts of Rotterdam, but the concentration in the Lijnbaan — which, incidentally, served as the prototype of modern shopping centers in many other parts of the world — will probably serve all needs.

If, however, at the last minute you find you have forgotten a souvenir for a particularly favorite girl, go to *Dovina* at Hollandsestraat 20, where you will have the choice of hundreds of dolls in national costume, perfect down to the last earring and brooch.

**USEFUL ADDRESSES.** *American Consulate*, Vlasmarkt 1, tel. 11-75-60; the *British Consulate* at Parklaan 18, tel. 13-15-55. *American Express* is at Meent 92, tel. 12-02-00; *Wagons-Lits/Cook*, Schiedamsevest 56, tel. 11-25-00. *VVV*, Stadhuisplein 19.

*Car Hire: Ravero* (Avis licensee), Rodezand 23, tel. 13-92-00; *Trans-European Drive Yourself Co.*, Heemraadsingel 30a, tel. 56-000.

*Church Services: Anglican*, Pieter de Hoochweg 133; *Scots Church*, Schiedamsevest 119; *Catholic*, Westzeedijk 90; *Jewish*, Paetsstraat 40.

## Exploring Rotterdam

Central Rotterdam is reached by fine motorways from The Hague, Amsterdam, Utrecht and all the northern and central areas of Holland, while from the south, which includes arrival from Belgium and France, it is entered via either the tunnel or the new bridge, under and over the River Meuse respectively. The tunnel is two-thirds of a mile long with twin double-lane roadways and separate paths for cyclists and pedestrians. Incidentally there is another fine tunnel linking the city with the sprawling Europoort area. This Benelux tunnel was actually paid for by the oil and transport industries headquartered in Rotterdam and



having most of their installations in the harbor areas, on the condition that they could levy tolls on traffic until the total cost was reimbursed, when the tunnel would be handed over to the government. More than half has already been collected.

Like Amsterdam, the name of the city is taken from a river, in this case, the Rotte, which empties into the Maas at this point. As early as 1600 Rotterdam was already the second city of the Netherlands. Its really spectacular growth dates, however, from 1872 when the Nieuwe Waterweg was completed, an 11-mile-long artificial channel leading directly to the sea. Just inside the entrance is Hoek van Holland or Hook of Holland, one of the main lines of touristic communication with Great Britain.

The greater part of the land to the south of the Nieuwe Waterweg is devoted to the development of the still expanding "Euro-poort," through which flow oil, coal, and steel to the whole of Europe. This ambitious and impressive project, now stretching out into the North Sea by reclamation of the shallows, has made Rotterdam the world's largest port. All projects can be visited by regular boat services.

Sight-seeing in Rotterdam automatically divides itself into two tours: first around the city and the second around the harbors. Each is easy to tackle, because everything is arranged for you. Beside those organized by touring-car services, the V.V.V. organizes sightseeing tours of the city which depart from in front of the tourist information office at Stadhuisplein 19 several times daily, in buses accompanied by multilingual guides. Harbor tours start from Willemsplein and Oosterkade every 45 minutes and provide a dramatic impression of the largest port in the world. Besides piers, drydocks, facilities for handling wet and dry cargos, and the like, you see the new radar facilities that enable ships to enter Rotterdam from the North Sea in complete safety even when visibility is reduced to zero by fog. The restored St. Laurenskerk in the center is a worthy landmark and has an imposing new organ.

The Bouwcentrum or International Building Center, directly opposite the modern Central Station, attracts many visitors with an amateur or professional interest in any aspect of construction or town planning or even kitchen layout. Describing itself as a power station for the development of new ideas as well as a storehouse of existing knowledge, the Bouwcentrum consists of a series of permanent and temporary exhibitions as well as an extensive library of facts, statistics, designs, and materials. Visitors are welcome, especially architects, engineers, builders, contractors, government officials, and students. Its expert staff is being called on

- 1. Bouwcentrum
- 2. City Hall
- 3. Gen. Post Office
- 4. Hist. Museum
- 5. Nat. Hist. Mus.
- 6. Boymans-van Beuningen Museum
- 7. Maritime Museum
- 8. Ethnogr. Museum
- 9. Willemsplein
- 10. Sightseeing Boats
- 11. Euromast
- 12. Doelen Concert & Congress Centre



ROTTERDAM

50 MILE  
100 KM

more and more to advise on foreign projects and to provide special reports on new ideas and methods. For this purpose, it has opened new departments or sections concentrating on such activities as school buildings, factory layouts and the testing of new building materials and methods.

The Boymans-Van Beuningen Museum is the city's tribute to art, a stunning building ideally designed to house the collections of painting, sculpture, ceramics, and furnishings inside. Among its Rembrandts is a portrait of his son Titus. Hieronymus Bosch's *Prodigal Son* is another masterpiece.

Other museums of note include the Maritime, the Historical, and the Geographical and Ethnographical. There is even a Taxation Museum (Parklaan 16) with a cellar full of smugglers' ancient equipment and tools.

The Groothandelsgebouw or Wholesale Center, ten stories high and 700 feet long, is one of the largest buildings of its kind in Europe. It is a city within a city with more than 1,300,000 square feet of floor space, plus a restaurant, snackbar, shops, post office, travel agency, barbershops, bank, demonstration rooms, a central forwarding office, and an underground garage. Nearly 6,000 people are employed within its walls. An interior network of service roads permits deliveries by truck or lorry to most of the storage area. On every floor are offices and showrooms, some of the latter suggesting department stores. Among the wares displayed are textiles, cosmetics, motorcycles, cameras, machinery, furniture, jewelry, hardware, and clothing. A few foreign firms are represented, the rest being Dutch. From the roof there's a panoramic view of Rotterdam and surroundings as far as Delft.

The main axis of Rotterdam's reconstructed core is Coolsingel, nearly all of whose buildings are postwar. An exception is the Town Hall, the largest in the country, which somehow withstood the catastrophic bombing. Erected on over 8,000 concrete piles in 1920, it has a handsome exterior plus murals in the civic reception room on the first floor.

A strange beehive-walled building dates from 1957. Designed by U.S. architect Marcel Breuer, it houses the Rotterdam branch of a national department store called De Bijenkorf (or "beehive"). Completely windowless, it is a model of modern merchandising inside with gleaming escalators, indirect lighting, and muted colors.

A block or two west of Coolsingel is the Lijnbaan shopping center, a complex of four-score shops selling everything from organs to pancakes. It is organized along broad sidewalks that

belong exclusively to pedestrians—no motorized traffic is allowed within the area. Close by is the new De Doelen, an imposing complex combining the functions of a theater, concert-hall and congress center.

By the Leuvehaven is a tortured statue called *Destroyed City* by Ossip Zadkine. It depicts a despairing bronze figure whose heart has been torn out by the tragedy of war and suggests the grief and hopelessness of that terrible day in May 1940 when 900 people perished beneath the hail of bombs.

The Blijdorp Zoo on the north edge of Rotterdam is one of the most modern in Europe and is organized on the principle of allowing the animals to live in the open as much as possible in surroundings that approach those of their natural habitat. Thus, relatively few animals are caged, and the effect is more that of a park. Besides a number of restaurants, there is an observation tower that provides an extensive view.

At the corner of Parkhaven and Parkkade there is the 600-foot high Euromast tower, with a glass-walled restaurant at its summit. From here there is a unique panoramic view of Rotterdam and its surroundings. The tower begins with a massive-looking pillar rising to the crow's nest 340 feet high, with two restaurants, one moderate in price and the other expensive but really excellent. Then there rises the latest addition in the form of a spidery-looking mast which goes up another 300 feet as a sort of space tower which is "climbed" by a spiral lift cabin holding 32 people. The view from the top is magnificent. The Euromast is open year round from 9 a.m. to midnight. Reservations should be made for tables in the exclusive "half-way" restaurant. Parties of 30-50 persons can have their own private accommodation in the tower.

In Rotterdam's western district is Delfshaven, once the harbor of Delft (despite the variant spelling) before its absorption in 1886. Here everything is on a less grandiose scale, with twisting waterways and tangled streets. Admiral Piet Heyn was born in the center of this district in 1577, and in July 1620 the Pilgrims set sail in the *Speedwell* for England and the New World. Most of the port area has recently been reconstructed, many of its 110 buildings now appearing just as they were when originally built. The 1970 Tercentary Celebrations of the Pilgrim Fathers made this one of the most popular places in Holland. The Pilgrim Fathers' Church, the Sack Carriers' House and the Crane House have been restored and are open for viewing.



## Schiedam and Vlaardingen

Adjoining Rotterdam to the west along this waterway is Schiedam, once the greatest gin-producing city of Europe. On the banks of the Schie River, there used to be over 300 gin distilleries. Now there are just over 50, which still pour out stupendous rivers of *jenever*, as Dutch gin should be called. The world-famed firm of Bols and the almost equally well-known Melchers firm, whose brand-mark is Locomotief in honor of George Stephenson, have their main distilleries here. It is surely good for the nose and the eyes to go round these works and see the giant vats in the peaty soil in which the gin is stored for seven years to give it that "Zeer Oude" (Very Old) flavor the Dutch insist on.

Now for a tip on your visit to Schiedam. Drop in at P. Melchers, Lange Haven 74, and ask to see the remarkable collection of miniature bottles. Here more than five thousand specimens tell the romantic story of liquor and liqueurs through the ages. The De Jongh collection, the largest and most valuable in the world, took more than fifty years to accumulate and represents the popular, and unusual, beverages (excluding wines and whis-kies) of more than 50 countries. This is an enticing exhibition, ranging from the simple to the exotic and from the elegant to the bizarre. Neatly arranged on shelves, are bottles of wood, glass, stone, pottery, and china containing fabulous products.

Almost next door to Schiedam and only 7 miles from Rotterdam is Vlaardingen, an old town of some 82,000 inhabitants and Holland's most important center for cod and herring fishing. From the year 1400 Dutch trawlers have been sailing to and from this waterland center, rising to a mammoth fleet of over 3,000 boats in the 1600's. Unfortunately the curious old-style fishing auction has succumbed to more speedy methods of salesmanship. No longer is there a day and night watchman in the church tower to hang out a code of colored balls to indicate which vessel is approaching port, so that the wife of the skipper can be told by means of a thrilling race by the boys of the village. But there still remain not only many architectural reminders of the early days of this historic town but also, as a permanent memorial of its hey-day, a hooker, or herring boat, sailing into the wind on the top of the Great Church tower. However, fishing now takes second place in Vlaardingen since it developed into a thriving industrial town as well as a dormitory-suburb for Rotterdam. To recapture something of this salty spirit, drop in at the ultramodern Delta Hotel, which literally overhangs the Maas. From its glass-walled restaurant or crow's nest bar you can watch the constant traffic



of ships. The Benelux Tunnel under the waterway starts from Vlaardingen. It was opened by Queen Juliana in 1967 and gives quick connection, in place of ferries, with the Pernis refineries and Europoort, and then southwards with Zeeland.

There are many other trips which can be taken from Rotterdam, and the easiest of these are given in the next chapter dealing with the South Holland Province as a whole.

Rather a unique feature of Rotterdam, missed by most visitors, is the way the city has been reconstructed since its wartime destruction. Taking advantage of starting anew, the business section was separated from the residential area in a manner which has become a prototype for town planners all over the world. If you're interested, call at the Information Office of the Municipality at the Town Hall and ask for their booklet entitled *Rotterdam, an Open Book*, which explains the whole plan and its execution. It should make sightseeing here more interesting.



## SOUTH HOLLAND PROVINCE

### *Historic, Leiden, Delft and Gouda*

Apart from the attractions of cities like The Hague and Rotterdam, the South Holland Province has a great deal to offer the tourist.

As will be seen from the map, the network of roads gives easy access to a number of historic towns, no matter whether the visitor has made Amsterdam, The Hague or Rotterdam his headquarters. Most of these roads, in spite of transformation into modern motorways, still run through a storybook Holland of green fields, hayracks, brimming canals and rosy-cheeked children. Cows graze in the meadows nearly all year round, even though in the colder months they have special waterproof coats on, and only the distant spires, with a steadily increasing forest of factory chimneys, destroy the illusion of a flat infinity. In many of the districts, too, each house has its own private bridge across a small river or canal.

## Practical Information for South Holland



**HOTELS AND RESTAURANTS.** With the exception of Rotterdam, The Hague, Scheveningen and Noordwijk-aan-Zee, South Holland offers only modest accommodations, the reason being that visitors tend to concentrate in the three large cities and use them as touring centers. However, most of the places mentioned below have good hotels at much more reasonable prices than in the cities, and the visitor will find it quiet and convenient to stay overnight at one of these country hotels.

As for restaurants, the situation is different: there is an abundance of good eating-places . . . indeed, there are few areas in Holland where there are more to the square mile than in this province, although occasionally even the rural ones will be fairly expensive.

**HOTELS**

**ALPHEN AAN DE RIJN.** *Toor*, 29 rooms, moderate.

**DELFT.** *Wilhelmina*, 30 rooms, 10 with bath. Reasonable. *Travelodge Motel*, 150 double rooms.

**DORDRECHT.** *Ponsen*, near station, 28 rooms, 4 with bath. First class moderate. *Bellevue*, 23 rooms, 6 with bath. Most distant from station, but remarkable view over the four-arm junction of the River Meuse. First class reasonable. *Statenhof*, 27 rooms, 3 with bath. Moderate.

**GOUDA.** *Het Blauwe Kruis*, 22 beds, no bath, moderate.

**KATWIJK AAN ZEE.** *Noordzee*, 38 rooms. *Atlanta*, 20 rooms. Both first class moderate.

**LEIDEN.** *Holiday Inn*, 200 rooms with bath. *Dutch Mill* restaurant, *Pirate Ship* bar, covered pool, sauna. Conference halls. First class superior. *'t Karrewiel*, 12 rooms. First class moderate. *Nieuwe Minerva*, 81 rooms, 40 with bath. New. First class reasonable.

**NOORDWIJK AAN ZEE.** *Palace*, 92 rooms, 80 with bath. A Golden Tulip hotel. Open-air terraces. *Huis ter Duin*, 99 rooms all with bath. Overlooking the sea. Spacious public rooms and terraces. Both first class superior. *Noordzee*, 85 rooms, 45 with bath. Close to beach. *De Baak*, 120 rooms with shower or bath. Modern. *Zinger*, 46 rooms with bath. Modern. *De Zeeleeuw*, 40 rooms with bath. All first class reasonable. *Badhotel*

*Zeerust*, 35 rooms, 20 with bath or shower. *Clarenwyck*, 26 rooms with bath. *Zee en Duin*, 26 rooms, 20 with bath or shower. *Belvedere*, 38 rooms, 25 with bath. All first class moderate.

**VLAARDINGEN**, fishing port beside Maas River, 8 miles from Rotterdam. *Delta*, 24 rooms with bath. First class superior. It overhangs the river on a bold cantilever, fine river view.

**RESTAURANTS**

**ALPHEN AAN DE RIJN**, town noted for remarkable Avifauna bird park or aviary zoo, open Mar. to end Sept. Attractive *Avifauna* (M); and *Mole-naarsbrug* (M), opposite the park, has terraces by the water.

**DELFT.** Best is *Reyndorp's Prinsenhof* (E), Oude Langendijk 13, two short blocks south of the great square.

*De Prinsenvloot* (E), on Wijnhaven, corner of Nieuwstraat, has an attractive candlelit cellar restaurant, modern snackbar on ground floor. Dining room above.

Adjacent to the Prinsenhof Museum is the moderate *Prinsenkelder*, a barrel-vaulted affair that can be reached via the museum or directly from Schoolstraat 11. In fine weather you can enjoy a snack at tables in the courtyard itself.

**DORDRECHT.** *Ter Merwe*, Schepersplein, in town center, is good, fairly expensive.

**GOUDA.** *De Beursklok*, faces the cheese market and the back of the Town Hall. Similarly situated, the

*Victoria* is also good. Both (M).

More expensive and elaborate is the modern *Ter Gouw*, north of the market square on the way to the station.

**LEIDEN**, best is the *Rôtisserie Oudt Leyden* (E), a few steps from the Lakenhal on the street leading up from the station. Very good wine cellar.

*In den Vergulden Turk*, located between the Burcht and the Pieterskerk. Nearby, the *van der Heyden*. Both (M).

For hungry folk there is nothing like the *Pannekoekenhuis* (I) in Steenstraat, for a range of pancakes and good beer.

On the edge of the atmospheric Rapenburg canal is the pleasant *Doelen* (M).

**OEGSTGEEST**, village near Leiden. *De Beukenhof* (E) is an inn standing in a handsome garden. Its five downstairs rooms are devoted to the best dining you'll find in this corner of Holland.

**SCHOONHOVEN**. The *Centraal* (E), offers the best meal but is in the heart of the town. The *Belvedere* (M), beside the ferry landing stage, has an interesting view although the food is only ordinary.

**WARMOND**. In this picturesque village, only 15 miles from The Hague and in the center of the popular Kaag Lakes sailing resort, the *Meerrust* (E) is very attractive and serves good food. Nice for an evening out when the weather is fine.

## Museums

**DELFT**. *The Prinsenhof*, Oude Delft 185, corner of Schoolstraat, once a convent, later the headquarters of William the Silent. Most of it is 15th century. Besides housing temporary exhibits, it records the history of the Dutch struggle against Spain 1568-1648. *Tetar van Elven Museum*, Koornmarkt 67, 19th-cent. painter's home with its original furnishings and collection of antiques, plus a 17th-cent. style studio. No admission fee, but a tip is expected; or ask for tea or coffee which is served in Delft cups. *Lambert van Meerten Museum*, Oude Delft 199, interesting as a house as well as for the fine collection of painted tiles and Delftware, plus much antique furniture of the 17th and 18th centuries.

**DORDRECHT**. *Simon van Gijn Museum*, Nieuwe Haven 20, a 1729 building housing period rooms, ceramics, ship models, toys, medals and coins pertaining to local history. *Dordrecht Museum*, Museumstraat 42, has canvases by Golden Age masters such as Steen, Ruisdael, Maes, Heda, the Cuyt brothers, Van Goyen, etc., plus "moderns" of The Hague School and others.

**GOUDA**. *De Moriaan Pipe Museum*, Westhaven 29, a 17th-cent. merchant's house that later became a tobacco shop. In it is a collection of Gouda clay pipes since 1617. *Catharina Gasthuis*, Oosthaven 10, municipal museum in a 1665 mansion. Besides guild relics, inlaid furniture, a triptych by Dirck Barndtsz, a 15th-cent. solid-gold Gothic chalice, and silverwork, there is a famous terra cotta plaque of Erasmus with a Latin inscription claiming that the humanist was conceived in Gouda (though born in Rotterdam).

**LEIDEN**. *Lakenhal Museum*, Oude Singel 28, occupies an early 17th-cent. guildhall of the cloth merchants. Important paintings by Steen, Gerard Dou, Rembrandt, and, particularly a triptych by Lucas van Leyden, his chief work and the first great Renaissance painting in the history of Dutch art. Other rooms are devoted to furniture, the history of the cloth guild, and to the Pilgrims, who lived in Leiden for 12 years. *Rijksmuseum van Oudheden* (Museum of Antiquities), Rapenburg 28, outstanding in Europe as well as Holland for its collections of Greek pottery and Egyptian items, including several mum-

mies. Other displays relate to Dutch antiquities of prehistoric, Roman, Frank, and Saxon times, and prehistoric Europe. *Rijksmuseum voor Volkenkunde* (Ethnological Museum), Steenstraat 1, has an unusually rich collection of objects from the Far East, Oceania, Africa, and the Americas.

*Rijksmuseum voor de Geschiedenis der Natuurwetenschappen* (History of Science Museum), Steenstraat 1, has a room devoted to the physician and astronomer Huygens, two globes that belonged to the cartographer Blaeu, microscopes made by Van Leeuwenhoek, thermometers made by Fahrenheit, an early planetarium, plus sections devoted to biology, astronomy, chemistry, surgery, etc. Open 10-4, Sun. 1-4, closed holidays. *Leger en Wapenmuseum*, Pesthuislaan 10-17, in a 17th-cent. "pesthuis," follows the development of weapons and armies, both Dutch and foreign, with suits of armor, paintings, prints, uniforms, etc.

*Pilgrim Fathers' House*, Boisotkade 2, near the Vliet River, a tiny museum housing photocopies of documents, maps, etc., pertaining to the Pilgrims during their stay in Leiden. From this spot they left for Delfshaven on the first stage of their now-famous voyage. Open weekdays 9.30-12 and 2-4, Sat. 9.30-12.

If you are interested in windmills, visit *De Valk*, a small museum located in a windmill at Tweede Binnenvestgracht 1.



**SHOPPING.** Delft. Every visitor to Holland scurries off to Delft, often called the loveliest little city in the Netherlands. Its heart is the charming Prinsenhof, about which cluster a few fine curio shops.

The place for genuine blue Delftware is *Reynders*, Markt 45, where you will also find the products of the Royal Delftware Manufactory, *De Porceleyne Fles*, Rotterdamseweg 196. The purchasable pieces here, of course, are completely new and not antique. However, they are made in the traditional manner, still hand-painted by craftsmen. At the *Paul Tetar van Elven Museum*, Koornmarkt 67, tea is served in genuine Delft cups.

Plot your trip to Delft, if possible, to coincide with the annual Antique Dealers' Fair, housed in the enchanting Prinsenhof palace. Here, noted Dutch experts gather their treasures for the benefit of buyers who come from all over the world.

**Gouda** is the city of ceramics, pipes, and cheeses. Visit the *de Moriaan Museum* with its fantastic exhibit of pipes and clay tobacco pots, and remember past days when these simple things made the city rich. Formerly the home of a local spice merchant who made vast fortunes from trade with the East Indies, the façade of this house dates back to 1617.

Gouda's pipe industry was started 300 years ago by British soldiers who were stationed in Holland as mercenaries in the pay of Prince Maurits. In their spare time they began fashioning little clay pipes of various shapes and styles, and soon the local citizens began to copy them, making Gouda Holland's prime pipe city. Later the ceramic industry developed, although at first it made only tiles, both unadorned and decorative.

The venerable *Goedewaagen* factory, which is well worth a visit, now concentrates on ceramics, although it does offer a unique line of pipes all the way from white ones that measure two feet long, to small, dainty cigarette holders. Handpainted Royal Gouda pottery can be found in many forms, such as vases, plates, ashtrays, and beakers. The predominant colors are beige and red, though modern adaptations of Delft blue in big floral patterns, are fairly prevalent. Gouda is also famous for its candles, thick, heavy white ones whose clear flame burns for a long time.

At Moordrecht, near Gouda, the *Royal Netherlands Carpet Factory* makes unusual hand-knotted rugs. If you have the time and inclination for a visit, you will be a welcome guest.



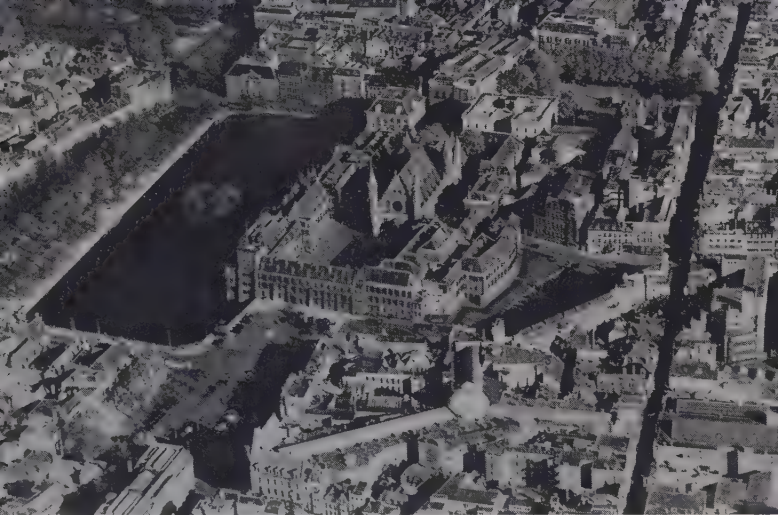
**Schoonhoven** is the Dutch silver center for both factory-made and hand-wrought trinkets. This is a small place, so you can best stroll about and look at the shop windows.

### Exploring South Holland

If you decide to make Leiden your first port of call, then you will see it burst upon you as a maze of twisting streets and tempting vistas. Leiden has been famous over the centuries for its courage and learning, so you will want to see its university, the Lakenhal Museum with its reminiscences of cloth-weaving days, the Pieterskerk with its memories of the Pilgrim Fathers and their spiritual leader John Robinson who is buried inside, the delightful Rapenburg Canal, and the fine Arms Museum with its interesting exhibits, through which you can have a guided tour. Nor should you miss the windmill museum "De Valk" on Lammerenmarkt, open daily from 9 to 5 in the summer.

Leiden's historical center is marked very clearly by the Burcht, an 11th-century mound of earth with a fortification on top to control the confluence of the Old and New Rhine, which almost encircle it. Here there may have been a Roman colony, Lugdunum Batavorum, though no one knows for sure. The history of the town and its 99,000 citizens has been full enough without insisting on classical origins. Their finest hour was in the 16th-century when the Spanish laid siege after the mayor, in a fashion typical of the age, rejected the surrender terms with a verse from Cato. The siege went on and on, claiming the lives of 6,000 Dutchmen through fighting, starvation, and disease. So desperate did the situation become that the mayor offered his own body as food for the famished population.

Relief came, incredibly, by sea. The Dutch fleet sailed inland from lake to lake, breaking another dike every night so that its advance could continue in the morning. On October 3, 1574, the ordeal was over, and the day has been marked by the distribution of loaves of bread and herring on that anniversary ever since. As a reward for its courage and steadfastness, William the Silent offered Leiden the choice between relief from taxes and the establishment of a university. With a sense of realism that has perhaps been over-idealized, the rejoicing citizens concluded that tax relief would be only temporary at best, whereas a university would never cease to be an asset. Today, perhaps, they might have chosen differently and



*The chief cities of South and North Holland are fascinating from the air. Above, the Knight's Hall rises from the courtyard of the parliament buildings in The Hague. Below, the pattern traced by the concentric canals of Amsterdam hints at the charm of Holland's water-threaded capital.*





*Water is the dominant theme of Dutch life, whether it be the broad busy reaches of the Amstel River (above) for which Amsterdam was named, or the tranquil canals that give Amersfoort (below) the air of a bygone age.*



built the university themselves with the taxes saved, thus making the best out of both dispensations.

Be that as it may, Leiden's professors were soon renowned all over Europe for their learning, their integrity, and their independence. So much so, indeed, that James Boswell, the fun-loving biographer of Dr. Johnson, protested when his father proposed sending him here to study law. He went to Utrecht instead, which he found more to his taste. The university still leads all others in the Netherlands, especially its faculties of law and medicine. The classical tradition is still strong—it wasn't long ago that landladies with rooms to let ceased posting their notices in Latin. Queen Juliana was a graduate, and her heir apparent, Princess Beatrix, also studied here.

If you can afford the time, stop at the V.V.V. tourist information office at Steenstraat 1b, a few blocks up the main street from the railway station, and request their detailed folder. Like so many other Dutch towns, Leiden is best seen by a walking tour, especially as there are plenty of places where you can take the load off your feet and moisten the parched throat.

Begin at the Lakenhal (a few steps from the V.V.V.), on the Oude Singel. Built in 1639 for the city's cloth merchants, it carries decorative motifs alluding to the various processes involved in the manufacture of textiles. Inside are various art masterpieces, including the first great triptych of the Dutch Renaissance by Lucas van Leyden, who, as his name suggests, was born here. (So were Rembrandt and Jan Steen). Other rooms tell much about the technique of making cloth in the 17th-century and, most particularly, guaranteeing its quality. Indeed, perhaps the most important function of the guild was to certify the value of the goods produced by its members, or refuse to certify them if they were not up to par. You will see a collection of what are, in effect, trademarks, used corporately instead of competitively.

A display honors the pilgrims who in 1609 were granted permission to move to Leiden from Amsterdam, which they found "torn by the spirit of controversy." A decade later a city magistrate commented that "these English people have now lived amongst us these ten years and never any complaint or accusation has been brought against any of them."

Proceed next up the Breestraat, the narrow bustling street that forms the backbone of the old city. You'll note a glorious



17th-century façade on your left that belongs to the Town Hall. It is all that remains of the original building, destroyed by fire in 1929. A left turn down the street beyond gives you a glimpse of the Cornmarket Bridge, an unusual covered affair from which there are magnificent views, beyond which are the Burcht fortification, the 14th-century Hooglandse or St. Pancras Church, and the delightful St. Anna Almshouse, the oldest and one of the most beautiful in town.

A right-hand turn from the Breestraat leads uphill to the imposing mass of the Sint Pieterskerk, the site of Thanksgiving Day services by Americans each November in honor of the Pilgrims, who worshipped here. Plaques inside and out refer to the death of their spiritual leader, the Rev. John Robinson, who was prevented by poor health from accompanying the group that set sail for the New World in 1620. Five years later he was buried in the church. In the Kloksteeg opposite the outdoor plaque is the Persijnhofje, an almshouse founded in 1683 by a Delano ancestor of the late President Franklin Roosevelt, some years after Robinson had lived there.

The narrow street that continues downhill from the entrance to the Persijnhofje (which can be visited), leads across the charming Rapenburg Canal to the university, behind which are the Hortus Botanicus gardens. The library lies on the other side of the canal we just crossed and to the right. Laboratories, lecture halls, and other related buildings are in the neighborhood. A left turn as you leave the university takes you along the Rapenburg past the Museum of Antiquities (on the other side), and back to Breestraat.

Another stroll from the Pieterskerk leads down Herensteeg past the house (there is a plaque) where William Brewster and his Pilgrim Press published the theological writings that clashed so strongly with the dogmas of the Church of England. Proceeding across the Rapenburg Canal along Døezastraat to the Witte Singel, you may visit the tiny Pilgrim Fathers' House museum.

If you have a little extra time to spare, the Ethnographical Museum and the History of Science Museum are both behind the V.V.V. information office on Steenstraat. Not far away is the 17th-century Morschpoort, an old town gate. In the Weddesteeg, a small street on the north side of Noordeinde, is the house Rembrandt was born in in 1606. At the intersection of Breestraat and Pieterkerkkoorsteeg is a blue stone set into the pavement where executions once took place.



## Leiden's Interesting Neighbors

The district north and west of Leiden is a vacationer's delight. The Oude Rijn or Old Rhine River flows from Leiden towards the North Sea, which it enters at the beach resort of Katwijk aan Zee, where the Romans erected a lighthouse centuries ago. More exclusive and cosmopolitan is the next resort up the coast, Noordwijk aan Zee, which is nothing so much as a string of hotels stretched along the beach dunes. Besides swimming, speedboating, and the like, it offers tennis, golf, horseback riding, and walks through the heath. With the closing down of several of the large hotels in Scheveningen near The Hague, Noordwijk is getting a new lease of life and has become very popular, especially with German tourists. For a relaxing beach holiday it has many advantages.

Just north of Leiden are the Kaag Lakes. The town of Warmond at its southern end is a forest of masts during the week, a tumult of activity weekends when everyone races to get his boat out on the water first. At the northern end is the village of De Kaag, reached by ferry from a dike that encloses the Haarlemmermeer Polder. Both are fun to visit, and you can even rent a hull of your own at Warmond.

## Avifauna, the International Bird Park

We turn east, however, and follow the Oude Rijn upstream for 10 miles to Alphen aan de Rijn. Here, amid idyllic surroundings is the Avifauna International Bird Park where some 10,000 birds of 400 different species are housed in gardens of unusual beauty. Started as a private aviary, Avifauna attracted so many visitors during its first year that it has been open to the public ever since. From all parts of the world the feathered creatures have come, from the tropics and the polar regions, and all of them have been put in what are literally natural conditions. The tropic birds live in heated glass houses full of orchids and exotic plants, against a background painted by some of Holland's best mural artists. The polar birds splash about in cold water in huge houses cleverly camouflaged to resemble icy caves. The ostriches and the emus stroll about unconcernedly on lovely lawns, the penguins strut around welcoming everyone, the toucans and the pelicans proudly display their quaint beaks, the flamingos preen and stride in delicate motion on the terraces, and the thousands of parakeets, canaries, lovebirds, and tits, some small enough to build a nest

in a thimble, are continually a-flutter. Gardens, waterfalls, ponds, and long rows of bird-suites in which waterfowl have their homes, are on every hand.

Trips can be made daily by boat from The Hague, Rotterdam and Amsterdam, not only to Avifauna but through the chain of lakes surrounding it. The vessels carry 220 people and a hot or cold buffet is available.

About two miles east of Alphen a country road branches right and leads south towards Boskoop and Waddinxveen, a district specialized in growing flowering plants, shrubs, and small trees, many of the latter trained and trimmed into a phantasy of shapes: animals, baskets, churches, jewels. Lovers of rhododendrons, azaleas, hydrangeas, all kinds of conifers, cyclamens, flowering cypresses, camelias, cherry trees, and pigmy rose trees will find them all here in gorgeous profusion. The first nurseries were established here in the 1870's. In Boskoop you may wish to visit the rosarium and the botanical gardens.

### Delightful Delft

From Vlaardingen (or Rotterdam) it's a short run north to Delft on the main highway to The Hague and Amsterdam. There is probably no spot in the Netherlands that is more intimate, more attractive, and more traditional than this little town whose famous blue and white earthenware has gone round the world. A few hours spent here put you in the company of Vermeer who lived and painted in Delft, of the scions of the House of Orange who are buried here, of the historian Grotius, and the great naturalist, Van Leeuwenhoek, who were born here, and of the mysterious Karl Naundorf, whose remains lying here are declared to be those of Louis XVII, Dauphin of France.

Compact and easy to traverse, despite its web of canals, Delft is best explored on foot, although water-taxis are available in the summer to give you an armchair ride through the heart of the town. Every street is lined with medieval Gothic and Renaissance houses that have lost neither charm nor beauty through the centuries. The tree-shadowed canals still reflect the same blue sky from which the pottery and tile makers of 300 years ago snatched their matchless color. And at every corner you see a small bridge or façade that looks as lovely as Delftware itself.

Almost every inch of Delft is a living masterpiece. In the market place, the only lively spot in this tranquil town, is the New Church (though built in the 14th-century) with its piercing Gothic spire. One hundred years of Dutch craftsman-

ship went into its erection, as though its founders knew it would one day be the last resting-place of the builder of the Netherlands into a nation, William the Silent, and his descendants of the House of Orange. Hendrik de Keyser designed and started the heroic monument to William but did not live to see it completed, a task finished by his son. No less than 22 columns surround the tomb, which is further adorned with allegorical figures of Justice, Liberty, Religion, and Valor. At William's feet lies his faithful dog, which is said to have refused to eat after his master's death and thus soon starved.

Beneath this grandiose sarcophagus is a crypt in which rest the remains of nearly forty members of the Orange-Nassau line, including the entire royal family since King William I ascended the throne.

Another remarkable memorial is that to Hugo de Groot, perhaps better known as Grotius. If its appearance is modest enough, the tomb bears an inscription that could hardly be more flattering. It reads, in part: "Sacred to Hugo Grotius, the wonder of Europe, the sole astonishment of the learned world, the splendid work of nature surpassing itself, the summit of genius, the image of virtue, the ornament raised above mankind...whom the Thames and Seine regarded as the wonder of the Dutch...shun this tomb, ye who do not burn with love of the muses and your country." It would perhaps be unfair to the great humanist and jurist, the father of international law, to mention that the eulogy was composed by his descendants more than a hundred years after his death in 1645.

On the other side of the market place is the Town Hall with a collection of paintings by Delft artists. Take a look inside, and then emerge to spend some minutes feasting your eyes on the lovely facades of the houses and shops which line this historic square, one of the most romantic in Holland.

Let's walk around the right-hand side of the New Church, then left at the back and along the Vrouwenregt canal for a few steps before another left-hand turn into the Voldersgracht, a name that recalls the guild of the fullers, whose important function it was to cleanse and thicken cloth before it was dyed. On our left, the backs of the houses rise straight from the water as we stroll to the end of the street, marked by the sculptured animal heads and outdoor stairs of the Meat Market on the right. We cross the Wijnhaven in front of us and turn

left along its far side to the Koornmarkt, a stately canal spanned by the high arching bridges that are the hallmark of Delft.

At No. 67 is the Paul Tetaer van Elven Museum, an artist's house with 19th-century furnishings downstairs and an upstairs studio that seems to have been asleep since the time of Vermeer. Everything is complete, from the massive easel to the mortar and pestle for grinding pigments. Entrance is free by the terms of the bequest that opened the house to the public.

Just before you reach the end of the Koornmarkt, the Wapenhuis van Holland, or Arsenal comes into view. Completed in 1692, it was filled with the powder, muskets, and cannon needed to defend the liberty of the young Dutch Republic. We turn right to the Oude Delft canal and right again along its far side. This is the city's oldest waterway, as the name suggests, and dates back to about the year 1000.

In a few blocks you will suddenly come upon the incredible Gothic façade of the Gemeenlandshuis, built as a private residence in 1520 with a flamboyant display of painted coats of arms from 1652. The oldest dwelling in town, it was used on occasion by the Counts of Holland during their visits.

### The Prinsenhof

A few doors on is the Prinsenhof, formerly the Convent of St. Agatha, founded in 1400. The chapel inside dates from 1471, its interior being remarkable for the wooden statues under the vaulting ribs. William the Silent made this gracious building his headquarters, and it was here that he was murdered in 1584 by an assassin in the pay of the Duke of Alva. Near the bottom step of a winding staircase you can see the holes made in the plaster by the bullets. The murderer ran out into Schoolstraat, tripped over a pile of straw, and was immediately captured. You will also find the contents of the Oranje Nassau museum, formerly located at The Hague. This is a collection of paintings, records, documents and mementos of the Royal Family. Here, too, is the famous chest, of which there seem to be several in Holland, in which Grotius escaped from confinement in Loevestein Castle near Gorinchem.

Today the Prinsenhof is regarded as the cradle of Dutch liberty. Part of it is used to house a museum telling the story of the Liberation of the Netherlands from 1568 to 1648, depicting both the maritime and the martial epics of those 80 years of tireless struggle. Another section is used for temporary exhibits, most notably the annual Art and Antique Dealers'

Fair, a summer date which should be checked with any Dutch Tourist Office, and at which real bargains can often be obtained.

Across the Oude Delft canal is the Oude Kerk or Old Church, a vast Gothic monument of the 13th-century. Its beautiful tower surmounted by a brick spire leans somewhat alarmingly to the west, although the experts say this was deliberate and therefore quite safe. High in the belfry is a huge bell rung only on momentous occasions, for fear of damaging it or the tower. Inside are the tombs of two Dutch admirals, Piet Heyn, whose birthplace we visited in Rotterdam, and Maarten Harpertzoon Tromp, who, after defeating Blake in the Strait of Dover, sailed up the Channel with a broom at his masthead, to denote that he had swept the English off the seas. Here also are monuments honoring the microscopist Van Leeuwenhoek and the poet Hubert Poot.

Beyond the Prinsenhof on the same side of the Oude Delft canal is the Lambert van Meerten Museum, a mansion whose timbered rooms are filled with the country's most complete collection of old Dutch tiles as well as early Delft pottery.

In a nutshell, mention of Delft to the average tourist conjures up displays of distinctive hand-painted blue and white porcelain: to the art lover, the quaint town of the great 17th-century Dutch master, Johannes Vermeer: to the experienced engineer, one of Europe's great technical universities. Delft is certainly all of these, but to all visitors there remain memories of having walked through fascinating pages of European history. Yet, side by side with its charm, romance, peaceful canals and arched bridges can be seen . . . the dome of an atomic reactor.

### Gouda, Stained Glass and Pipes

Another old Dutch city well worth visiting, lying on the main motorway running from The Hague (and another from Rotterdam) to Utrecht is Gouda, pronounced "How-dah". It has its own weekly cheese market, a factory turning out clay pipes and another making luxury candles, and the priceless stained glass windows in a lovely old church. Moreover, a visit here can be combined with a call at Oudewater with its scales for weighing witches (you can test yourself in this connection if you wish), and then on to the quiet village of Schoonhoven on the River Lek, a renowned silver center. And if you still have time, complete the day's outing by passing by Kinderdijk with a greater concentration of windmills than anywhere else in Holland today.



Thursday mornings from late April to the end of September there is a lively cheese market, quite different from its rival at Alkmaar. Instead of porters wearing colored hats, there are brightly painted farm wagons loaded high with orange cheeses. While the bargaining is going on, you can sample the cheese by stepping into the back of the Town Hall, where a color film explains how it is manufactured.

After you've had a look at the 1668 Weigh House, built by Pieter Post who did Leiden's, stroll around to the front of the Town Hall itself, one of the quaintest in all the Netherlands. Parts of it date back as far as 1449, the Gothic façade, for example. The Renaissance staircase was added two centuries later. Happily it stands free and unencumbered so that we can view it with the same perspective the builders intended.

The towers of the 15th-century Sint Janskerk attract us next. Some of the stained glass inside this, the country's largest church, approaches that of Chartres in delicacy of color and boldness of design. At least a dozen of the windows are attributed to Wouter and Dirk Crabeth, most of the others being executed by their pupils. The first ones were begun in 1555, the last ones were completed in 1603. William the Silent, who is represented in #25 depicting the relief of Leiden, donated a window (#22, the driving of the money-changers from the temple). So did his archrival Philip II of Spain (#7, the dedication of the temple by Solomon, and the Last Supper, in which he appears with his consort, Mary Tudor). Even Erasmus is pictured—Gouda claims he was conceived within its limits even though he was born in Rotterdam. Altogether there are 64 windows, whose 2,412 panels form a surface of nearly half an acre. No glazier's work like this is being done in Holland today, for it is a craft whose secrets seem to have been lost, a point you can confirm by looking at window #28a which represents the occupation and liberation of the Netherlands during 1940-5.

In the Catharina Gasthuis adjoining Sint Jans is the municipal museum with many quaint exhibits. One of them is the finest gold chalice in existence, given to the Society of Archers in 1465 by Countess Jacqueline of Bavaria, lost for a century or more, and then recovered. Another item is a terra cotta plaque claiming Erasmus as Gouda's own. You can also see a fearsome collection of medieval surgical instruments more suggestive of a torture chamber than a means of restoring health.

Close by in the Spieringstraat is the façade of an old or-

phanage. At Westhaven 29 is a 17th-century merchant's house containing a collection of the clay pipes for which Gouda has long been noted. More of them can be seen in the Goedewaagen factory, which also makes "Delftware" pottery. One of their more interesting products is a so-called mystery pipe. New, it is pure white, but as it turns brown through use, a pattern appears on the bowl. Just what the design will be the buyer never knows in advance.

### Oudewater's Witches and Schoonhoven's Silver

From Gouda our route lies east about 8 miles to the charming village of Oudewater, an old rope-making town that achieved great fame during the 16th-century witchcraft mania. Because the district around Oudewater was one of the worst persecutors of witches and because the resulting reputation was hurting business, the people of the town, who were also regarded as being among the most honest merchants in Europe with the most accurate weights and scales, passed an ordinance requiring that all alleged witches be brought to the Weigh House. Dressed only in a witch's costume of paper, complete with a paper broom, the accused person was placed on the scales in the ceremonial presence of the mayor, the alderman, the weighmaster, and (for a reason now unknown) the chief local midwife. After careful adjustments of weights and scales, the weighmaster solemnly declared that the suspect was too heavy to ride safely on a broomstick. A certificate to this effect was then issued, which shortly became so valuable that people came from as far away as Germany to obtain this document.

If you are worried about black magic, it is still possible, between May and September, to present yourself at Oudewater's Weigh House, step on the scales, and receive the diploma that is guaranteed to save you from being burned alive as a witch or sorcerer. Visitors who take the time to stroll around afterwards are well rewarded. Oudewater went up in flames twice (witchcraft?), most recently in 1575, with the result that many buildings show the pleasing lines and stately proportions of the Dutch Renaissance. The Town Hall is one of these, and on its roof you'll note the nests of storks who have returned here faithfully every March for nearly 350 years.

From Oudewater we retrace our steps west for 5 miles to Haastrecht, turn left, and follow a delightful country road south along the Vlist River to the town of Schoonhoven. Here, if you are interested in watching silver filigree jewelry being

made, are a host of small workshops where visitors are welcome. The technique used is unusual and requires a high degree of skill. Unfortunately most of the output consists of souvenir gewgaws featuring windmills, wooden shoes, and tulips. To see more ambitious silverware, pay a visit to the Edelambachtshuis on the main canal, where there are demonstrations of silversmithing using old tools and techniques plus displays of silver flatware, candlesticks, salt-and-pepper shakers, and the like, which are for sale. The Town Hall, a few doors away, is a Gothic jewel that dates back to 1452. Its bells were cast from ships' cannon, and a circle of stones in front recall the spot where a witch was burned.

The broad Lek River flows past Schoonhoven's southern edge. We cross it on a ferry and turn west along the river dike that protects the polderland from inundation when tidal waters back up from Rotterdam. The dike twists and turns around every bend in the river as we look into the upper stories of farm buildings alongside. Farther downstream towards Kinderdijk the houses are built on top of the dike itself and are actually a part of it. If you look closely you'll note vertical slots on either side of every door and passageway. These hold wooden boards in times when there is danger of flooding, thus giving the dike an extra two or three feet of effective height up to the level of the windowsills. This precaution was necessary as recently as the disastrous floods of 1953. Here you really must visit the Edelambachtshuis to see the demonstrations of age-old silverworking, using antique tools. Silverware from local factories is on display and is also for sale.

More and more windmills come into view on our side of the river, reaching a climax just before Kinderdijk, where no less than 19 can be seen. On Saturday afternoons in July and August they are put into operation. Normally, diesel powered pumps are employed, the windmills forming a kind of strategic reserve.

### Dordrecht and Gorinchem

If you feel like going even further afield, take the main highway leading south from Rotterdam and make a detour to Dordrecht and Gorinchem. Dordrecht is also on the main railway line from Rotterdam to Brussels.

Claiming to be the oldest town in the province of South Holland, Dordrecht lies just east of the main road leading south to Antwerp and Brussels. Thanks to its location in the

midst of a tangle of Rhine and Meuse waterways, it was once among the most important towns in the Netherlands. Fortified in 1271, it was badly damaged by the St. Elizabeth flood of 1421, an event recalled by a stained glass window in the town's Grote Kerk. Here the Protestant synod met in 1618 to settle the controversy that had arisen between Arminius and Gomarus, two professors of theology at Leiden. Arminius proposed a relaxing of the strict Calvinist teachings, a viewpoint espoused by Oldenbarneveldt, whereas Gomarus believed in no compromise. His doctrine, supported by Prince Maurits, prevailed at the synod, which condemned all Arminians as heretics. The political consequences of this religious debate troubled the Netherlands for many years afterwards and were responsible, in part, for the execution of Oldenbarneveldt and the murder of the De Witt brothers, who were born in Dordrecht.

Today the city is a major shipbuilding and yachting center with a strange mixture of new and old. The oldest section of Dordrecht lies along the riverfront—indeed, the best view of the city is from the opposite (north) bank—and in the streets leading back inland to the Voorstraat. Dominating the scene is the imposing mass of the 15th-century Grote Kerk, whose tower is a good 6 feet off the vertical and whose chancel bends left to symbolize the head of Christ inclining towards his left shoulder. A window pictures the 1421 disaster, and the huge 3,600-pipe organ has a 10-second echo. The interior is astonishing because it is gleaming white, so different from most cathedrals, which seem to derive their sanctity from gloom. Its white marble pulpit with a mahogany sounding-board weighing more than a ton contrasts strikingly with the great bronze screen, kept brilliantly polished by the local school-children, each of whom is responsible for a small section. The carving on the choir stalls portrays the history of the world from the Garden of Eden to the time of Charles V (1542).

From the church, follow the Voorstraat (on the far side of the canal), with old houses at every turn, to the Groenmarkt, where, at No. 31 you will find the city's oldest house (1550). No. 43 has a late Gothic façade which dates from 1520. From the Groenmarkt, follow Wijnstraat to the delightful early 17th-century Groothoofdspoort gate at its end. Here there are views over the Oude Maas (Old Meuse) River that have no equal in Holland. Other places worth visiting are the Van Gijn and Dor-

drecht museums. The latter contains a large collection of paintings by artists who were born in Dordrecht, the so-called Dordrecht School, among them Aelbert Cuyp, Ary Scheffer, Nicolaas Maes, and Van Hoogstraten.

Roughly 17 miles east of Dordrecht is Gorinchem, mercifully pronounced "gorkum," a tidy fortified town dating back to the 13th-century. Its Gasthuispoortje gate is among the oldest in the Netherlands, and at Gasthuisstraat 25 is the "Dit is Bethlehem" house (1566). A mile or so southeast of Gorinchem in the angle formed by the Maas and Waal rivers is the 14th-century castle of Loevestein, which has had a dramatic history. Grotius, the great jurist, was imprisoned here in 1619 but escaped two years later, appropriately enough, in a chest supposed to contain books.





## CENTRAL HOLLAND

### *Utrecht, Gelderland and Overijssel*

The central area of the Netherlands — covering the three Provinces of Utrecht, Gelderland and Overijssel and the former Zuyder Zee (Zuiderzee), now the IJsselmeer — is considered by many Dutch people to be the most beautiful in the country. Probably this is because when approaching the region from the west, south or north the landscape suddenly bursts into lovely old trees amidst which are fairylike castles, attractive hotels and beautiful mansions.

Utrecht, with a population of 600,000 living in an area of 535 square miles, is the smallest province in the Netherlands. But it has such a variety of features for the visitor that it is often called "Holland in a Nutshell." It is in this area that Queen Juliana chose to live, so that she could bring up her four girls in a peaceful and unspoiled home-life. True, they lived in a palace, but Soestdijk Palace is also a home, just as Holland's ruler is both queen and mother.

Next to Utrecht is the park-strewn province of Gelderland,

stretching across to the German border. Although as steeped in history as any other Dutch province, Gelderland seems to put the emphasis on the beauties of outdoor life. For within its boundaries it has Holland's largest national park, its largest open-air exhibition, and a great variety of beautiful parks.

Overijssel (Overijsel), third of these lovely provinces, is not visited by foreign tourists as much as it should be. It has its own character, and accommodation and food are less expensive than in the cities.

### Practical Information for Central Holland



**WHEN TO COME?** The second half of *March* is an ideal time to visit Utrecht if you are interested in having a look at its Spring International Trade Fair, the most important in the Netherlands, along with your other sightseeing, although there are now about 20 sectional industrial fairs ranging from toys, souvenirs and leatherware to perfumery in Utrecht running all through the year. It is a good idea to come towards the end of *April* or early *May*, for then the cherry, apple and pear trees in the beautiful Betuwe region are at their peak. *May* can also be an ideal time to visit the Open-air Museum near Arnhem. *June* usually begins a period of fine weather.

The end of *July* sees the start of regattas on the Loosdrecht Lakes north of Utrecht; *August* marks the peak of the Dutch holiday season. Since Gelderland and Overijssel are extremely popular vacation areas among the Dutch themselves, you are likely to find everything filled to overflowing during this month. *September* can be interesting, because Utrecht holds its annual autumn fair during the first fortnight. The second half of the month and early *October* are ideal for enjoying the glory of autumn leaves in the many woods and forests of both provinces.

For Overijssel summer is the best season, though the spring months can also be delightful. If in these parts at Easter, go to Ootmarsum in the eastern part of the province near the German border, for this is when the citizens of that city walk hand-in-hand through the streets singing, the nearby farmers distribute bread to the needy (although this tradition is hard to keep going because the Dutch have become rather prosperous), and residents of the district burn bonfires.



**WHAT TO SEE?** *Utrecht*, largest city and capital of the province bearing its name, is noted for its many trade fairs, the Dom Tower of the church that isn't there(!), and numerous museums. *Amersfoort* wears a modern cloak over its medieval heart, and both are pleasing. Part of *Gooiland* we explored from Amsterdam, but there's much more: the four Soest villages, for example. Towns and castles along the *Vecht River* have delighted generations of visitors, while *Doorn* has memories of Germany's ex-Kaiser, who lived there from 1920 to 1941; this manor castle is now a museum open to the public. *Rhenen* boasts an outstanding zoo. Duurstede Castle at *Wijk bij Duurstede* (near Utrecht) presents its Sound-and-Light spectacle on summer evenings, one hour after sunset.

The capital of Gelderland province is *Arnhem*, which has a 75-acre open-air museum, beautiful Sonsbeek Park, and another zoo. Nearby is the Hoge Veluwe National Park and, not far from *Otterloo*, the Kröller-Müller Museum with its collection of Van Gogh paintings. *Nijmegen* is proud of the Valkhof, ruins of a palace once occupied by Charlemagne, several museums, and the outdoor re-

construction of Palestine in Biblical times by the Holy Land Foundation. *Apeldoorn* calls itself the garden city of the Netherlands.

*Wageningen* is the seat of Holland's most important agricultural university, which is appropriate in view of the close proximity of the Betuwe orchards, a mass of blossoms in spring. *Zaltbommel* recalls Dr. Faustus and the devil, whereas *Zutphen* remembers the heroic Sir Philip Sidney. *Harderwijk* has a Dolphinarium and is also the gateway to the Oostelijk Flevoland Polder, pumped dry in 1957, and the new town of *Lelystad* at the northwest tip of the enclosing dike. *Elburg* has mosaic pavements and old almshouses within a gridiron street plan.

In Overijssel, *Zwolle* is one of the principal attractions with its many old buildings and its associations with Thomas à Kempis. *Deventer* is famous for carpets, a special spiced gingerbread, and a Roman crypt in its 8th-cent. St. Lebuinus Church. *Kampen*, a beautiful ex-Hanseatic city, is noted for its monuments and its jokes, and *Giethoorn* is a village which has made itself famous for lack of streets — everything moves by water. *Staphorst*, on Sundays, should be avoided, because of its strict Calvinist beliefs: and photographing, a great temptation here because of the fascinating local costumes, is particularly resented. Next door *Rouveen* is as interesting as it is charming, primarily because of its costumes. *Ommen* is rich in natural beauty, although steadily becoming industrialized. *Enschede*, together with *Almelo* and *Oldenzaal*, are textile and manufacturing centers that have refused to let factories spoil the countryside's appearance, and *Boekelo*, miles from the sea, offers salt-water bathing with artificial surf.



**HOW TO GET ABOUT?** Transportation is no problem in the provinces of Utrecht, Gelderland and Overijssel, as the road network is excellent, bus services are convenient, and train schedules make travel easy and comfortable.

Although trains are the fastest travel means, in these provinces you will find that the local bus services take more scenic routes. There is so much within such a short radius of the city of Utrecht that you can best go by interurban bus. Gelderland covers much more territory, though again there are many excursion buses during the summer season. Arnhem makes the most logical center from which to explore, but Apeldoorn is almost as convenient and certainly beautiful. For Overijssel province it is a good idea to use Zwolle as your central point for exploring the western part and then go to Hengelo or Almelo for your trips into the eastern area. Motorists may prefer to take advantage of their extra mobility by staying at smaller centers where they can more easily enjoy the natural attractions of the two provinces.

The "Erica Road," a tourist route marked with special signposts, takes you through some 120 miles of varied landscape in the Arnhem region.

Utrecht's canals may be toured by boat during summer evenings at 8:30 and 9:30. Many of the buildings along the route are floodlit. Trips start from in front of the VVV office on the Rijnkade. A popular excursion from Vorden is the Eight Castles Tour; further information may be obtained from the local VVV office.



**HOTELS AND RESTAURANTS.** Thanks to their popularity as vacation areas, Utrecht, Overijssel and Gelderland have both ample and comfortable facilities for visitors. Accommodations will be scarce during August, so it is prudent to telephone ahead to your next stop a few days in advance if you haven't already made reservations. In an emergency, ask the assistance of the local VVV tourist information office (for a listing see *Useful Addresses*, p. 244).

**ALMELO** (Overijssel), attractive manufacturing city 30 miles east of Zwolle. Hotels: *Postiljon Motel*, 45 rooms with bath; first class superior. *Schreuder*, 27 rooms, 13 with bath, first class reasonable.

**AMERSFOORT** (Utrecht), charming old city 14 miles east of Utrecht. Hotels: *De Witte*, 15 rooms with bath or shower, first class superior.

*Monopole*, 14 rooms, first class reasonable. Opposite station.

*Den Treek* (at Leusden, 3 miles south of town), 16 rooms, 10 with bath, first class reasonable. Delightful parklike setting.

*Berghotel*, 16 rooms with bath or shower, first class reasonable. On edge of town, fine view, midget golf, tennis.

Restaurants: *De Witte* (above) is extremely good, moderately expensive. Also good, somewhat cheaper, and centrally located is the *Astoria*, Langestraat 115.

**APELDOORN** (Gelderland), garden city 17 miles north of Arnhem. Hotels: *De Keizerskroon*, a Golden Tulip hotel, 23 rooms, 12 with bath, first class superior. Near the late Queen Wilhelmina's palace. The site belongs to the Royal Family, so your stay is in a royal domain!

*Bloemink*, 35 rooms, 22 with bath, first class reasonable.

*Oranjeoord*, 23 rooms, 15 with bath, first class reasonable.

*Motel Apeldoorn*, 32 rooms with bath or shower, first class reasonable.

Restaurants: *Prinsentafel* (M), Zutphensestraat 129, outside town on road to Zutphen, is pleasant for motorists, good for food. *De Echo-put* (E), Amersfoortseweg 86, outside town on road to Amersfoort, is best of all, a member of the *Alliance Gastronomique Néerlandaise*.

**ARNHEM** (Gelderland), provincial capital 62 miles southeast of Amsterdam. Hotels: *Haarhuis*, opposite station; 99 rooms with bath or shower, first class superior. Has restaurant for formal meals and grill-room for quick ones.

*Rijnhotel*, a Golden Tulip hotel, has 23 rooms, 11 with bath, first class superior. On river with attractive views of the Rijn (Rhine).

*Hotel Bakker*, Utrechtsestraat 69; 30 rooms, 25 with bath, first class reasonable.

*Groot Warnsborn*, Bakenbergseweg 277. There are 29 rooms, all with bath, first class superior. Located a mile east of Amsterdam highway, 3 miles from town, in own park. Horses for riding.

*De Leren Doedel*, Amsterdamseweg 467, 11 rooms, 5 with bath, moderate, top of its category.

*Postiljon Motel*, Route E36, 17 rooms with bath or shower, first class superior. Just outside Arnhem on the road to Utrecht.

At Velp on the outskirts is the *Crest Hotel* with 74 rooms, all with bath. First class reasonable.

Restaurants: The *Savoy* (E), in the Rijnhotel (above) is hard to beat for a view, and the cooking is excellent. *Riche-National* (M), Nieuwe Plein 56, is good and central. *Sonsbeek-paviljoen* (M), in park of same name, is attractive.

*Boerderij Rijzenburg* (M), at Schaarsbergen, 2 miles northwest of Arnhem, at the entrance to Hoge Veluwe Park.

**BEEKBERGEN** (Gelderland) 3 miles south of Apeldoorn. Hotels: *De Smit-tenberg*, 41 rooms with bath, first class moderate. *De Hertenhors* Motel and *Kleine Canada Motel*, both on the road to Apeldoorn. Both moderate.

Restaurant: *De Woeste Hoeve* (E), Arnhemseweg 792. Old Dutch décor, good food.

**BERG-EN-DAL** (Gelderland), "mountain top", three miles southeast of Nijmegen.

Hotels: *Erica*, 20 rooms, 18 with bath. *Val-Monte*, 73 rooms, 61 with bath. Situated in park-like grounds. Both first class reasonable.

**BOEKELO** (Overijssel), resort 48 miles east of Zwolle, near Enschede.

**Hotel: Boekelo**, Oude Deldenerweg 203 on road to Haaksbergen, a Golden Tulip hotel, has 37 rooms with shower, first class superior. Own salt-water swimming pool with man-made waves, also 45-acre woods, tennis courts. Special weekend air trips from Amsterdam.

**BUNNIK** (Utrecht). On Utrecht-Arnhem expressway: *Motel Moto Resto*, 19 rooms with bath or shower, reasonable.

**DELDEN** (Overijssel), market town 48 miles southeast of Zwolle, near Hengelo. Hotels: *Carelshaven*, Hengelsestraat (on road to Hengelo), 17 rooms, first class superior. In wooded area. Offers outstanding food.

*De Zwaan*, 17 rooms, 9 with bath, first class reasonable. Near Twickel Castle. *Motel*, Langestraat, 26 rooms, most with bath.

**DEVENTER** (Overijssel), city on IJssel River, 20 miles south of Zwolle. Hotels: *De Keizerskroon*, 13 rooms, 10 with bath, first class reasonable. *Postiljon Motel*, Deventerweg, 48 rooms, all with bath.

**DIEREN** (Gelderland), town on IJssel River 10 miles northeast of Arnhem. Hotel: *Oranje*, moderate, near station.

**DOESBURG** (Gelderland), charming town on IJssel River 12 miles east of Arnhem.

Restaurant: *De Waag* (M), in the 1540 weighhouse.

**DOETINCHEM** (Gelderland), small town with weekly cattle market, 20 miles east of Arnhem. Hotel: *De Graafschap*, 28 rooms, 18 with bath, first class reasonable.

**DOORN** (Utrecht), town associated with ex-Kaiser of Germany, 15 miles east of Utrecht. Hotels: *Smit*, 11 rooms, reasonable. *Van Driest*, 15 rooms, moderate.

**EMMELOORD** (Overijssel). New IJsselmeer town 36 miles from Zwolle, on Noordoostpolder.

Hotel: *'t Voorhuys*, 38 rooms, 26 with bath, first class reasonable.

**ENSCHDEDE** (Overijssel), textile center, 45 miles southeast of Zwolle.

Hotels: *Memphis*, 37 rooms, 30 with bath, first class superior. Own garden.

*Atlanta*, 27 rooms, reasonable.

*Parkhotel*, 20 rooms, 9 with bath, first class reasonable.

*Postiljon Motel Twente*, 80 rooms, moderate.

Restaurant: *De Gouden Pollepel* (E), Markt 5. Good food.

**EPE** (Gelderland), village on Apeldoorn-Zwolle highway 28 miles north of Arnhem. Hotels: *Hof van Gelre*, 13 rooms, moderate. Good restaurant and wine cellar.

*Dennenheuvel*, 18 rooms, inexpensive.

**GIETHOORN** (Overijssel), village with canals instead of streets, 24 miles north of Zwolle. Hotel: *Prinsen Beulakerwiede*, 16 rooms, 10 with shower, reasonable.

**GROESBEEK** (Gelderland), pleasant town near German border, 6 miles south of Nijmegen. Hotel: *De Wolfsberg*, 20 rooms, 8 with bath, first class reasonable.

**'t HARDE** (Gelderland), 6 miles north of Epe, on the Amersfoort-Zwolle highway. Hotel: *De Vale Ouwe*, 19 rooms, 8 with bath or shower, first class reasonable.

**HARDERWIJK** (Gelderland), IJsselmeer port and gateway to Oostelijk Flevoland Polder, 37 miles north of Arnhem. Hotel: *Baars*, 24 rooms, 10 with bath, first class reasonable.

**HEELSUM** (Gelderland), town beside Rijn (Rhine) River, 9 miles west of Arnhem. Hotel: *Klein Zwitserland*, 40 rooms, 8 with bath, first class reasonable. Tennis courts, 10-acre woods.

**HENGelo** (Overijssel), industrial center 39 miles southeast of Zwolle. Hotels: *ten Hooper*, 22 rooms with bath or shower, first class superior.

*Postiljon*, 21 rooms with bath, first class reasonable.

**HOLTEN** (Overijssel), village 12 miles northeast of Deventer. Hotels: *Hoog Holten*, 29 rooms, first class moderate. *'t Losse Hoes*, 12 rooms with bath, first class reasonable. Has excellent restaurant.



**KAMPEN** (Overijssel), former Hanseatic port 10 miles west of Zwolle. Hotels: *Van Dijk*, 22 rooms, 10 with bath, first class reasonable. *de Moriaan*, 12 rooms, inexpensive.

**LAGE VUURSCHE** (Utrecht), village 11 miles north of Utrecht, near Princess Beatrix' castle of Drakestein. Hotel: *De Lage Vuursche Kastanjehof*, 12 rooms with bath, first class superior. Old Dutch interior, private garden.

**LEUVENUM** (Gelderland), in middle of Veluwe Park, 31 miles north of Arnhem. Hotel: *De Zwarte Boer*, 15 rooms, 10 with bath, reasonable.

**LOCHEM** (Gelderland), holiday town 30 miles east of Arnhem. Hotels: *Alpha*, 37 rooms with bath or shower. *'t Hof van Gelre*, 54 rooms with bath or shower. Both first class superior. *ADBO*, 36 rooms with bath, first class reasonable. *Vijverhof*, 16 rooms, reasonable.

**MAARSBERGEN** (Utrecht), on the Utrecht-Arnhem highway, *Motel Maarsbergen*, only 13 rooms but all with bath or shower, moderate. Restaurant popular with international truck drivers—which means good, simple food.

**MARKELO** (Overijssel), resort town 28 miles southeast of Zwolle. Hotel: *De Herikerberg*, 23 rooms, 14 with bath, first class reasonable. In woods, outdoor restaurant.

Restaurant: *In de Kop'ren Smorre* (M), Rijksweg E8. Old farmhouse with authentic tiled walls.

**NIJMEGEN** (Gelderland), largest city of the province, 10 miles south of Arnhem. Is poor in hotels for such an important center. Hotels: *Schaefer-hotel*, Grote Markt, 20 rooms all with bath. Central, first class reasonable. *Esplanade*, 32 rooms, most with bath, first class reasonable. Own Indonesian restaurant.

*De Burchtpoort*, 10 rooms, and *Metropole* with 14 rooms are reasonable. *'t Schuttershof*, 15 rooms, first class reasonable.

Restaurant: *Normandie-'t Silveren Seepaerd* (M), Keizer Karelplein 1. Good value.

**NUNSPEET** (Gelderland), village on edge of Veluwe park and near IJsselmeer, 36 miles north of Arnhem. Hotels: *Iitman*, 40 rooms with bath, first class superior. *Veld en Boszicht*, 30 rooms, most with bath, first class reasonable.

**OLDENZAAL** (Overijssel), industrial town near German frontier, 46 miles southeast of Zwolle. Hotel: *De Kroon*, 30 rooms, 8 with bath, moderate.

**OMMEN** (Overijssel), pleasant village 18 miles east of Zwolle. *Paping*, 23 rooms, 6 with bath, moderate.

**OOSTERBEEK** (Gelderland), town on edge of Veluwe, 3 miles west of Arnhem. Hotel: *Bilderberg* has 57 rooms, 26 with bath, first class superior. A Golden Tulip hotel. Woods.

**OOTMARSUM** (Overijssel), in the woods about 15 miles northeast of Almelo. Hotels: *Kuiperberg*, 16 rooms, all with bath or shower, first class reasonable. *Van der Maas*, 24 rooms, reasonable.

**RHENEN** (Utrecht), garden town on Rijn (Rhine), 17 miles west of Arnhem. Hotels: *De Koerheuvel*, with 22 rooms, is first class reasonable. Unique in that you have a view of seven provinces from the top of the water tower of which the hotel is a part. *Paviljoen*, 45 rooms, most with bath, top moderate.

**RUURLO** (Gelderland), attractive little village halfway between Zutphen and Winterswijk. Hotel: *Avenarius*, 18 rooms with bath, first class superior.

**SCHERPENZEEL** (Gelderland), village 22 miles west of Arnhem. Restaurant: *De Witte Holveoet*, an attractive old inn (13 rooms), delightful for lunch or dinner. Very good food.

**SOEST** (Utrecht), city on edge of Veluwe, 12 miles east of Utrecht. Hotel: *Van den Brink*, 9 rooms, 3

with bath, low first class reasonable.

Restaurant: *Het Zwaantje* (M), Rademakerstraat 2, at Soesterberg, by Utrecht-Amersfoort highway.

**TIEL** (Gelderland), 28 miles southwest of Arnhem, in heart of the orchard country. Hotel: *Corbelijn*, 15 rooms, first class reasonable. Also has good restaurant.

**UTRECHT**, provincial capital 26 miles southeast of Amsterdam. Hotels:

*Holiday Inn*, adjacent to the Exhibition and Congress halls: 249 double rooms with bath and TV, first class superior. Pool, sauna, and extensive congress facilities.

*Smits*, 44 rooms, most with bath, first class superior.

*Des Pays-Bas*, 40 rooms, 13 with bath, first class superior.

*Hotel Hes*, 20 rooms with bath, first-class reasonable.

**VELP** (Gelderland), 3 miles east of Arnhem. *Hotel Beekhuizen*, 25 rooms, 8 with bath, first class reasonable.

*Crest Hotel*, 74 rooms, first class reasonable.

**VIERHOUTEN** (Gelderland), village in midst of Veluwe, 31 miles north of Arnhem. Hotel: *De Mallejan*, 46 rooms with bath or shower, deluxe. Woodland setting. Tennis. Riding.

Restaurant: *De Ouwe Steê* (E), Gortelseweg 3. An authentic old farmhouse (1720) shaded by huge lime trees. Period decor, good food.



**MUSEUMS IN UTRECHT.** *Central Museum*, in two parts: art up to 1850 at Agnietstraat, later art at Maliebaan. Also costumes, pottery, textiles, and creative workshop for children from 6-14 yrs. *Clock Museum*, Achter de Dom 12, items from 1520, also gold and silver display, also *Organ Museum* (closed Sat., Sun.). *Railway Museum*, Johan van Oldenbarneveltlaan 6, includes 1839 steam locomotive (closed Mon.). *University Museum*, Trans 8, history of this largely medical university (closed Sat., Sun.). *Modern Art Museum*, Achter de Dom 14 (open Tues., Fri.). *Coin Museum*, Leidseweg 90. *Pipe, Coffee and Tea Museum* of Dquwe Egberts, Keulsekade 143.

**WAGENINGEN** (Gelderland), German surrender town, 11 miles west of Arnhem. Hotel: *Nol in 't Bosch*, 30 rooms, 19 with bath and balcony, first class reasonable.

**WIJK BIJ DUURSTED** (Utrecht), attractive old village 11 miles southeast of Utrecht with 13th-century ruins. *De Keizerskroon*, only 9 rooms, inexpensive.

**WINTERSWIJK** (Gelderland), attractive city near German border, 41 miles east of Arnhem. Hotel: *Centraal*, 13 rooms, reasonable.

**ZEIST** (Utrecht), city 6 miles east of Utrecht. Hotels: *Figi*, 35 rooms, 21 with bath or shower, first class superior. A Golden Tulip hotel.

*Hermitage*, 10 rooms, first class reasonable. Especially attractive restaurant.

Restaurant: *Hoefslag* (E) at Huister-Heide, 2 miles north of Zeist, is delightful.

**ZUTPHEN** (Gelderland), quiet city and really lovely, 18 miles northeast of Arnhem. Hotels: *'s-Gravenhof*, 16 rooms, 9 with bath, first class reasonable. Pleasant, own garden.

**ZWOLLE** (Overijssel), capital of province, 73 miles east of Amsterdam. Hotels: *Grand Hotel Wientjes*, a Golden Tulip hotel, 38 rooms, 30 with bath or shower, first class superior.

*Van Gijtenbeek*, 40 rooms, 15 with bath, low first class superior. Opposite railway station.



**SHOPPING.** In Gelderland province, visit *Zwollo Shop* at Cronieweg 9 in Oosterbeek, near Arnhem: this small firm is building up a fine export business, hammering out metal vases—go to the source and take home a hand-

beaten Dutch work of art.

Cigars are a product of Overijssel province. Visit *Smit en Ten Hove*, Oudestraat 45, at Kampen, where you can go round the factory to see how cigars are made.

**USEFUL ADDRESSES.** The local VVV offices in the main towns of the three provinces covered in this chapter are: *Utrecht*, Tunnelweg 3; *Amersfoort*, Stationsplein 8a; *Zeist*, Slotlaan 321; *Arnhem*, Stationsplein 45; *Apeldoorn*, Stationsplein 13a; *Nijmegen*, Stationsplein 10; *Tiel*, Stationsstraat 37; *Zutphen*, Stationsplein 59; *Almelo*, Marktplaats 35; *Zwolle*, Bethlehemskerkplein 35. Every VVV office has a list of camping sites and bungalow parks in its area, and many of them also give help in finding various types of hotel accommodation.

## Exploring Central Holland

The capital of Utrecht Province is the city of Utrecht, Holland's fourth largest city and known all over the world for its twice-yearly (March and September) industrial fairs which are annually growing in size and importance. The whole complex, completed in 1970, comprises the largest trade fair and congress center in Europe.

Utrecht, which is the headquarters of the Dutch Railways, has so many curiosities and antiquities to offer with its high-gabled houses, picturesque water-gates, and winding canals that it is well worth spending a night or two here. Especially worth visiting are the wharves and cellars along the main canals, which have recently been reconstructed and are believed to be unique.

Until very recently Utrecht was dominated by the 365-foot tower of "the Cathedral which has lost its head," known as the Dom. But the tall Holiday Inn and several other large office complexes have now joined the Dom in the skies, although the danger of the whole city atmosphere being lost has made the Municipal Council tighten up its building rules and prohibit any more of these mini-skyscrapers.

The Dom is the oldest Gothic church in Holland, and was built on the site of the 7th-century St. Martin's Cathedral which was destroyed by fire in 1253. Misfortune dogged the life-story of the ecclesiastical edifice, however, because in 1674 the nave of the present building collapsed during a storm. Thus the so-called cathedral, although still traditionally revered, now consists of a large church with several chapels, the tomb of the Holy Sepulchre, monumental tombs, and a series of fine modern stained-glass windows, separated from its tower by a large square.

The Dom Tower has 465 steps, and can be climbed by those whose legs feel fit for the task. If in doubt, remember you

can rest at the 14th-century St. Michael's Chapel halfway up, and at the Egmond Chapel near the top. On the way you pass the seven great chiming bells of 1506 and the 42-bell carillon of 1663. But if you want to hear these at their best, sit quietly in the cloisters between the cathedral and the university. In the latter is the famous Treaty of Utrecht Hall.

The Cathedral Square held a Roman fortress until it was pulled down to make room for the huge 13th-century cathedral, and the cloisters now connect with the former Hall of the Chapter, where the Union of Utrecht was signed in 1579 to lay the foundations of the later Kingdom of the Netherlands.

But do not linger here too long, as Utrecht has much to show you. Apart from the unusually large number of churches grouped around the absent cathedral, there are St. Catherine's Convent with its museums of modern ecclesiastical art, gold, silver, and music machines; the lovely Bruntenhof Almshouses for old ladies in Lepelenburg; the Bartholomew Guesthouse for old men in Lange Smeetsstraat, with its magnificent Gobelin tapestries of 1644 around the four walls of the Regent's room; the Butchers' Guildhall of 1673 in Lange Nieuwstraat; the Cracknel House in Keistraat with its extraordinary decorations; and the chained "Devil's Stone" on the Oude Gracht.

Due west of Utrecht lies Woerden, about 11 miles by road, full of historic buildings, with a castle and a museum thrown in.

The second largest city in Utrecht Province is Amersfoort, which put itself on the map by organizing a unique exhibition run by The Good Living Foundation. Although possessing many beautiful things from the past in its rise from a small fortified town of the 12th-century to a virile Dutch city, Amersfoort believes in teaching modern people to live in modern surroundings through this exhibition.

To the sightseer it presents the graceful and imposing 15th-century 350-foot Gothic Tower of Our Lady with its lovely carillon which can be heard every Friday between 10 and 11 a.m.; the splendid Koppelpoort, of 1440, which dominates approach by land and water; the St. Peter Hospice of 1390; the Museum Flehite, with its unusual medieval collections; and half a dozen other gateways, old buildings, and historic sites. But above all, Amersfoort has a special Dutch atmosphere that gives it a peculiar charm. Local trumpeters appear occasionally in the city center on Saturdays during the summer.

Amersfoort is very conveniently located as a center for day-trips in this region. In the immediate vicinity are Spakenburg,

Bunschoten and Hilversum (described in earlier chapters); Loosdrecht (yachting); River Vecht area (old mansions); Hoge Veluwe National Park and Kröller-Müller Art Gallery of Van Goghs and outside sculptures; Zuyder Zee works; outdoor bathing pools, woods and zoos. There are many beauty spots in the area, including estates and parks: Treek-Henschoten, 8 square miles with walking paths; Nimmerdor; Randenbroek; and Birkhoven with lake and pinetum.

The Eemland region of meadows, polders and woods on each side of the River Eem was for centuries a miniature battlefield as the Bishops of Utrecht, the Counts of Holland and the Dukes of Gelre contended for it. Today it is a very popular recreation district, with its yacht basins and boating facilities.

### Het Gooi

Draw an imaginary line from Utrecht to Amersfoort, and the land north of it, with the River Vecht as its western boundary, extending to the IJsselmeer, once known as the Zuyder Zee, is the lovely region known as Het Gooi, which we first visited during an excursion from Amsterdam. Part of its beauty is due to the fact that this land has always been above sea level and has therefore had time to grow the great trees that are absent from the polders.

Part of this region is in North Holland, and has already been described. But the rest of it is in the province of Utrecht, and from that city you can explore it in either one of two directions – to the northeast or northwest.

If you take the first direction, with the intention of going through Baarn to the IJsselmeer costume towns of Bunschoten and Spakenburg, you will see some of the loveliest homes in Holland. Many of them, though of modern construction, have thatched roofs of intriguing shapes, inspired by the older farmhouses of the country. If you drive, pass through Bilt-hoven to see some fine examples of the domestic architecture of Gooiland.

At Soestdijk, near Baarn, is the Palace of Queen Juliana, modernized and furnished as a wedding present from the Dutch people. Here, in the heart of Holland, are the four "Soest" villages—Soest, Soestdijk, Soestduinen, and Soesterberg. Quiet hotels are hidden in the woods, and although successive wars have wiped out practically all historic buildings and relics, the district caters for modern needs with its bathing-pools, open-air theater, lakes, and magnificent woods. The



Dutch Air Force Museum at the Soesterberg Air Base is open every Saturday from 10-4, although groups can make telephone arrangements to visit it on Tuesday, Wednesday and Thursday.

A few miles west of Soest, near the village of Lage Vuursche, lies the delightful, small, octagonal 17th-century castle of Drakestein, acquired by Crown Princess Beatrix as her personal residence, where she lives with her husband Prince Claus of the Netherlands and their three sons, in a comparatively simple way and in a real domestic atmosphere.

For idyllic scenery, a drive along the River Vecht west of Utrecht will introduce you to a chain of villages that have retained a beauty as attractive as their names: Zuilen, Maarsse, Breukelen, Nieuwersluis, Loenen, and Nigtevecht. Here is a real tourist playground with old-fashioned inns.

Yachting enthusiasts visiting Utrecht Province will be enticed on to the wide stretches of the Loosdrecht Lakes. (Loosdrecht is the headquarters of the Royal Water Sports Club.) The extensive waters are lined with villages and inns, and from any of them as a center, sailing, fishing, swimming, motorboat trips, and journeys up and down the River Vecht can fill up a week of wonderful outdoor life.

### Regional Castles

Lovers of castles, from authentic 12th-century ruins to contemporary restorations, are well served in this province. To name but a few which can be visited: Haarzuilens and Zuilen, near Utrecht, Rijnhuizen near Jutfaas, Hardenbroek near Driebergen, Zuilenstein near Amerongen, and Guntherstein near Brederode. The ruins of the 13th-century castle Wijk-bij-Duurstede are the essence of romantic.

Some 4 miles west of Utrecht, at Haarzuilens, is the imposing 15th-century castle De Haar, with gardens reminiscent of Versailles. Gutted by fire during the last century, a fortuitous marriage with one of the Rothschild family provided the money for its restoration. Although still occupied by the owners, it can be visited from March 15 to November 15 (August and September only on Tuesday and Wednesday mornings). The medieval Gobelins, French furniture and Oriental treasures are well worth a visit.

Sijpestein Castle, near Nieuw Loosdrecht, started in 1288, destroyed during Charles V's time, and restored according to the original ground-plans, is now a museum that concentrates on furniture, porcelain, and paintings. Parts of it give you the

creeps, with weird suggestions of ghosts; but as haunted rooms are very rare in Holland, you might at least see whether the gloomy chambers of this old castle can set your bones rattling. Yet in its time this was a home of gaiety well known for its revels.

About 11 miles east of Utrecht is Doorn, exile home of the ex-Kaiser of Germany from 1920 to 1941. The manor castle, which lies hidden in a belt of woods, is now a museum. It contains an exhaustive collection of odds and ends connected with the history of the former German Royal House, and shows that ex-Kaiser Wilhelm did his best to keep his illusion of emperorship alive at least in his own tiny domain. His remarkable personality is indelibly stamped inside the castle, from the rusty horseshoes he hung over the doorway of each room for luck to the incredible gallery of photos and paintings and statues of himself he scattered incongruously everywhere. Strict in discipline both for himself and his staff, his study still contains the full-size riding saddle mounted on stilts on which he did every scrap of his writing, even private letters, in the belief that no man could be mentally alert unless sitting absolutely erect. Here, too, are the unique collections of Wedgwood and snuff-boxes belonging to Frederick the Great of Prussia which the Kaiser brought with him from Germany. The park contains a collection of conifers from all over the world.

Between Doorn and Utrecht lies Driebergen, in the center of several lovely villages. Just outside on one of the heights is an earth pyramid surmounted by a sandstone obelisk, erected in 1805 by French soldiers to celebrate the victory of Austerlitz.

Vianen, 9 miles south of Utrecht, is seldom visited by tourists, but has a most attractive collection of medieval buildings. These include two 15th-century gateways known as Lekpoort and Hofpoort, a 15th-century Town Hall, and other memories of the famous Counts of Brederode.

On now to the southeast corner of the province for Rhenen, poetically called the Pleasure Grounds of the Bishopric. But whether you feel like a bishop or not, you can be sure of having a good time here. Heavily damaged during the last battles of World War II, it is now completely restored, with all its objects of pride bursting to show themselves to the visitor. There is the 15th-century Cunera Church and Tower, the most attractive cageless and fenceless zoo in Europe, and the well-stocked Antique Chamber Museum.

## Gelderland, Province of Beauty

Here you are in the Dutch Rhine district, which has welcomed visitors for hundreds of years. The first "tourists" were foreign tribes who came here about 100 years B.C. on their rafts and made the Veluwe (as this region is also called) one of their early stopping-places. Some liked it so well that they stayed here, but in those days their main task was to fight off other visitors.

Tucked away in the woods along the Rhine today is accommodation to suit every taste and purse. It ranges from luxury hotels to well-equipped camping-grounds. As can be expected, dining in this region is wonderful. The restaurants specialize, too, in game in season as well as in juicy steaks.

Reaching this district is easy and convenient. You can still sail down the Rhine from Germany to Rhenen, like the Batavians, by taking the river boat at Emmerik. If, on the other hand, you arrive at Amsterdam or Rotterdam, you are just about two hours away from this peaceful country. By train, head for Arnhem, Oosterbeek or Wolfheze. By car, drive through Doorn and Amerongen to Rhenen, move up the Rhine to Arnhem, or turn off at Arnhem and double back: the area lies between Arnhem in the east, Rhenen in the west, the main Amsterdam-Germany road in the north, and the Rhine in the south.

Getting around Gelderland is also easy without a car, as you can choose between using the efficient bus services, hiring a horse, renting a bicycle or a yacht, or just walking down by the rivers or through the woods. After enjoying the varied scenery, you can explore the robber barons' castle of Doorwerth, visit the oldest church in Western Europe at Oosterbeek, and drop in at the little hill-top church at Heelsum, all of which are remnants of early Dutch history. There are museums to visit, and those who are brave can wait under the trees near Renkum at midnight for the white-dressed ghost of the "Woman of Grunsfoort".

### Arnhem and its Parks

Arnhem, a city which, with Nijmegen, is probably as well known around the world as any other Dutch town because of its wartime drama, with the mammoth airborne attack on the Germans, is the capital of the province of Gelderland. It has been growing very quickly in the past few years and now has about 220,000 inhabitants, and more than ever proudly

carries its honor of capital, perhaps because it believes it was once the district that Tacitus called Arenacum. Today, Arnhem's attractions are not only its battlefields, which have become places of pilgrimage, but also its modern city center and surroundings rich in scenic beauty. Recently, Arnhem and Nijmegen were put even more firmly on the map by the book *A Bridge Too Far* which graphically describes the great fight by Allied paratroops for the Rhine bridges. Incidentally, a Dutch film of the battle is also being made.

In the heart of the capital are several magnificent parks, notably the 75-acre Netherlands Open-Air Museum, which reveals Holland's national culture through the centuries in farms, windmills, ancient customs, medieval crafts, traditional costumes, thatched cottages, forgotten means of transport, colorful flowerbeds, and rural architecture drawn from every province. Here, indeed, you can learn in one easy lesson how the Dutch used to live before this modern inventive age, and you will probably get more surprises in a couple of hours strolling around this open-air museum than from a fortnight's tour through the rest of the country. Then there is Sonsbeek Park, with its stately avenues and peaceful lakes, forming a popular park.

In Arnhem you have a choice of the Moorland Reclamation Society's Aquarium and Fishponds in Zijpseweg, the Burgers Zoo, the third largest in Holland, and the trip along the Rhine to the Westerbouwing tea-garden overlooking the river.

In Rozendaal, a suburb of Arnhem, you will find Castle Rosendaal, headquarters of the *International Castles Institute*, where you can find out all you want to know about castles anywhere in the world.

The Hoge Veluwe National Park, 22 square miles in area, lies inside the triangle formed by Arnhem, Apeldoorn, and Ede. It is a real national park, with abundant natural life. But it is even more, for it has two unique features. One is the Hunting Lodge of St. Hubert, a delightful private museum which you should visit; the other is the Kröller-Müller Museum at Otterloo, one of the major art collections in the Netherlands. There are roughly 1,500 paintings, 275 pieces of sculpture, outstanding Chinese porcelain, and many hundreds of Delftware items, plus a library. Mainstay of the paintings are more than 300 works by Van Gogh. Artists from the 16th and 17th-centuries are also represented—Cranach, Van Goyen, Jan Steen, Van Ostade, etc.—plus the Impressionists and men such as Mondriaan, Braque, Juan Gris, and Picasso. In a private bunga-

low in the park is the finest collection of old Dutch tiles in existence, going back to the 14th-century. Telephone the owner, Mr. G. Feenstra, for an appointment: 08382 - 265.

Northeast of Arnhem is the Zuidelijke Veluwezoom National Park, which, with adjoining woods, covers 24 square miles, and provides magnificent views from the Posbank and Zijpenberg.

Oosterbeek, adjoining Arnhem, was once a flourishing Roman settlement. In the 19th-century it exercised considerable influence on the romantic school of European painting. Its ancient Catholic church, spared from the battle, contains the famous *Fourteen Stations of the Cross* by Jan Toorop. The 13th-century Castle Doorwerth, rebuilt after heavy damage during the airborne landings of 1944, again shows the characteristic architecture of the stronghold of a robber-baron of the Rhine in the Middle Ages, and now houses the Airborne Museum of mementos from the last war, and a Hunting Museum. Buses leave Arnhem center every hour for the Hoge Veluwe National Park, the Airborne Museum and other places of special interest.

### Athletics and Safaris

Sport lovers will enjoy a visit to the National Sports Center Papendal in Arnhem, where there are maximum facilities for both training and coaching not only of Dutch athletes and competitors but also of a number of foreign groups coming here to train for forthcoming important events. It has sleeping capacity for 120, very well-equipped demonstration and lecture rooms, a large sports hall, a massage center, an international-size athletic track, and a power training room. Every form of sport can be taken advantage of in this training complex, and coaches and trainers find it an ideal place to blend theory with practice and concentrate on new methods and techniques with the most advanced equipment.

Visitors to Arnhem are also fortunate in having a choice of two "safari" opportunities. The first is at Burgers' Zoo, entrance in Schelmseweg, which started as a lions' park in 1968 and has now grown into a 50-acre safari park used as a home for African wild-life. In this savanna there live over 300 animals, so selected as to preserve the balance of nature, through which visitors can drive slowly, while on the safe side of a 16-foot high fence are three families totalling 20 lions which seem to beg to be photographed.

At de Grebbeberg in Rhenen, not far from Arnhem, is Ouwehand's Zoo and safari park. Here the animals are so close



that they can almost be stroked; in fact, some of them can be. Reindeer, crocodiles, chimpanzees, lions, giraffes, elephants, wild boar, polar bears, reptiles of all kinds, birds of all colors, and even royal Bengal tigers are there to be snapped. When tired of animal-gazing, you can go sunbathing or swimming, or sit on a terrace for a drink or lunch. Both these safari zoos are open all the year round and every day. There are also some ruins from the 12th century and an Old Dutch restaurant in the former watchtower.

Daily boat trips in this area run from April to August and give a restful view of Holland and neighboring countries. Starting almost every hour, there is a choice of 12 trips a day from Arnhem into the Rhine region, including a stop at Kleve in Germany. Full details are available at the VVV or from the boat owners, *Rederij E. Heijmen & Zn*, Roermondsplein, Arnhem.

### Nijmegen and the Holy Land Foundation

The second city of Gelderland is Nijmegen, with 215,000 inhabitants. Almost as famous for airborne operations as Arnhem, 12 miles to the north, Nijmegen still likes to remind visitors that it was once an imperial city of the Hanseatic Empire and a favorite residence of Charlemagne. It can also trace its story back to the Celts, the Franks, and the Romans.

On arrival, make your way as soon as possible to the Valkhof, or Falcon's Court. This spot was chosen by Charlemagne for his palace, but has only a 16-sided chapel visible today as a monument of his residence. From here is a magnificent view over the Waal toward Arnhem, and you can well understand, if you know anything about military strategy and deployment, why these words are inscribed in one corner: "Here Claudius Civilis (a defender of Batavia) ground his teeth at the sight of the advancing enemy (Roman) legions."

Nijmegen has some dainty little mountains standing guard. To one of them, the Berg en Dal (Mountain and Vale), comfortable buses carry you a mile or two southeast and up 350 feet to the popular summit.

In the matter of museums, Nijmegen follows general Dutch custom. The Municipal Museum in Marienburg concentrates on folklore and pottery of the Germanic period, and the State Museum in Kamstraat contains Roman antiquities found in the district, including a fine collection of coins. The Town Hall of 1554 is a strange mixture of architecture, and has a façade

decorated with statues of all the emperors who have been benefactors of the town. Just outside the city is the fine Goffert Park with a stadium and a charming open-air theater.

Near Nijmegen, too, are a British War Cemetery close to the Goffert stadium, where 1,300 officers and men are resting, a Canadian War Cemetery at Groesbeek (6 miles south) where 2,500 are buried on a hill overlooking the ground on which they fought so relentlessly and successfully, and another at Mook where there are 300 British dead.

A new Nijmegen has now arisen, blending past and present. The Valkhof is now a park, with a chapel dating from the 11th century, side by side with the Barbarossa ruins and wall from the 12th-century. A magnificent view is the glorious panorama from the belvedere, a watchtower from the 15th-century and now a restaurant with an old Dutch interior. From this plateau, at the foot of which is the immense flower emblem of the city, there is a fine view of the low-lying plain of the Lower Rhine.

The most picturesque part of Nijmegen is the market square (Grote Markt) with the Weigh-house (1612), the "kerkboog", and old stepped gables. Near it is the well-known statue of Marijken van Nieumeghen. Behind the archway is the restored St. Stephen's Church (13th-15th-centuries), with its fine tower and Latin School. Around this church the typical Dutch "flea-market" is held every Monday morning, at which some quaint souvenirs and curios can usually be picked up.

A mile or two southeast of Nijmegen on the road to Groesbeek is a beauty spot, where the life of Jesus is portrayed in all its phases in a 120-acre retreat. Making everything life-size, the Holy Land Foundation has reproduced the surroundings and atmosphere of the period and the country in which Jesus lived. Buildings and furniture, clothes and household articles, temple and synagogue, tent and manger, husbandman and nomad, all are there "to let visitors see Christ as a man, who grew up amid normal surroundings, and whom divinity did not prevent from being entirely human," as the originator puts it. The grounds are in three sections. One deals with the antecedents and private life of Jesus; the second displays His public life; and the third shows the Passion and Resurrection. Conducted tours are arranged with priests as guides, and for an hour or two the visitor is transported to another land and another age. The project was started in 1911 "to evoke memories of Jesus, presenting them in a graphic way so that the people may come to know Him in the widest sense of the word".

## Apeldoorn and Wageningen

Glorying in the title of "The Largest Garden City in the Netherlands," Apeldoorn, 17 miles north of Arnhem, attracts about 1,000,000 visitors a year. Every street is almost a park. Indeed, we have heard local citizens challenge visitors to find the city, it is so hidden in the trees. Lavishly endowed with everything nature could provide, Apeldoorn likes to call itself the National Holiday Center. The late Queen Wilhelmina, when abdicating from rulership in 1948, chose its 1685 Palace of Het Loo in which to spend her years of retirement. There is an interesting exhibition of Dutch vehicles, including some very old cars, while many of the living rooms of the palace have been turned into a museum specializing in the House of Orange.

Apeldoorn and its surrounding chain of enticing villages have 7 fine swimming-pools, 40 hotels, one motel, 25 camping centers, and over 50 restaurants, including the two largest outdoor cafés in the country.

Among the many parks provided by Apeldoorn for its residents and visitors the best is probably the Berg en Bos, covering one square mile of what appears to be natural woods and ponds aglow with luxuriant gardens and sparkling with bubbling springs. As a secret, let us whisper that the whole place is artificial; that is, it has been made by hand.

Apeldoorn's encircling villages, which are really its suburbs, have their own diminutive magnetism. At Beekbergen is the 12th-century church sheltering the tomb of the first Dutch papermaker, who gave Apeldoorn one of its greatest industries. At Loenen, in the woods, you will find the 1557 Castle Ter Horst, as well as the largest waterfall in the Netherlands. Honderlo is best known as the nearest village to the Hoge Veluwe National Park of which we have already written. At Hoog Soeren is the 233-foot deep echoing well, dug in 1809 for the horses of the stagecoach running between Amsterdam and Berlin. Finally, Ugchelen has many lovely springs and fine stretches of moorland, while somewhere in the village lies—so the legend says—a huge bell of real gold from an 8th-century monastery.

Wageningen, about 11 miles west of Arnhem, is doubly famous. It was here, in the appropriately named *De Wereld* restaurant, that the Germans surrendered to General Foulkes on May 5, 1945. But this ancient town is also the seat of Holland's great agricultural university with its arboretum, 21 laboratories, 22 institutes, and 10 large associations all connected

with agriculture, horticulture, and husbandry. They deal with subjects ranging from bees to trees, from bulbs to landscapes, from insects to ploughs. Hundreds of vital experiments are carried out here, and its ingenious research workers are always looking for something new. Here are Holland's ship-testing basins, where small-scale models of new ships are buffeted in manmade gales and simulated weather conditions to prove their ultimate seaworthiness – even the new mammoth tankers. The Euratom Research Laboratory for the peaceful use of isotopes and other nuclear products to improve plant growth is also located here.

### Orchard Country

Southwest of Wageningen is the heart of the Betuwe, or orchard-land. In April and May, as far as one can see, the cherry, apple, and pear trees are covered with a foam of blossom, and with Tiel as headquarters a trip in any direction is a ride through a land of delight. Tiel, dating back to the middle of the 5th-century, tells through its buildings a tale of wars and destruction, a record that was epitomized, as it were, during the last war, when it was shelled continuously every day from October 1944 to May 1945. Reminiscent of its glory is its ring of guardian castles; Ophemert to the south, Waardenburg to the southwest, and Zoelen to the west.

Southwest from Tiel lies Zaltbommel the ancient stronghold that defied the Spaniards for so long. It was here, the story goes, that Dr. Faustus made his contract with the devil. We know that many towns in Europe claim to have been the original abode of the man who sold himself to the devil, but whereas they all admit that only Faustus signed the contract, these hard-headed Dutchmen of Zaltbommel declare that both the devil and the doctor signed, thus giving it legal status.

Northeast from Arnhem, about 18 miles is Zutphen. Lying peacefully on the banks of the IJssel, it is a happy maze of gables, gateways, twisting streets and old houses. But its chief attraction to visitors is the chained medieval library of St. Walburg Church, whose magnificently proportioned interior has many interesting works of art. The outstanding collection of rare books, manuscripts and *incunabula*, all neatly chained to reading desks, is still in use.

It was here at Zutphen that the gallant Englishman, Sir Philip Sidney, died when helping the Dutch against the Spaniards in 1586. And it was in one of the fields of this lovely old town that, although mortally wounded himself, he handed a cup of

water to a dying soldier with the world-famed words: "Thy need is greater than mine."

From Vorden, six miles southeast of Zutphen, you can make the "Eight Castles Tour," details of which are available at the local Tourist Office. But some can only be viewed from the exterior.

### Here and There Around the Province

Epe, 11 miles north of Apeldoorn, is another delightful haven of peace in the Veluwe, and nearby are the attractive villages of Vaassen and Heerde.

West of Epe lie Nunspeet (9 miles) and then Harderwijk, a further 8 miles. Both are happy old towns that are very popular holiday resorts with the Dutch but are seldom visited by foreigners. Each has its usual array of churches and old buildings. Five miles north of Nunspeet is Elburg, a small harbor town with a lovely old gateway (1392), an unusually large 15-century church, crude mosaic sidewalks, and two interesting almshouses, the Weduwenhof from 1650 (first right-hand turn inside gate) and the Feithenhof from 1740 (first left-hand turn inside gate). The former Town Hall, dating from 1300, is one of the oldest buildings in Holland.

As mentioned earlier in this book, Harderwijk is the home of Europe's largest Dolphinarium at which ten shows a day are given. This makes a fascinating stop-off place, and if you are lucky enough to run into the director, he will be happy to tell you about the research work which is being carried out there into the life and habits of dolphins, including a study of the way they talk to one another.

On the eastern edge of Harderwijk is a sign pointing northwest to Lelystad. Follow this road for about 18 miles and you will reach a blossoming town which has sprung up as the main center of the new polder. The 60-mile-long dike which was closed in the fall of 1956 enabled this section of the old Zuiderzee (Zuyder Zee) to be pumped dry, so that it now provides about 130,000 acres of new land. Here, in fact, there is the unique sight of a new town being built on new territory snatched from the waters. The cost of all this to the government, incidentally, was computed at about \$1,300 (£542) per acre, without roads or other improvements. Since no one could afford to buy it at this price, it is rented to carefully selected settlers.

The eastern portion of the province has a number of very well-known resorts. Twello, 6 miles east of Apeldoorn, is a



straggling rural village and a walker's paradise. Its municipal park will do for the less energetic, but for those who really like hiking in beautiful surroundings there are a dozen country manors to be seen, including De Groote Noordijk, Het Kleine Noordijk, De Parkeler, Kruisvoorde, Hunderen, and De Pol.

Zelhem, 13 miles southeast of Zutphen, is another noted hiking and cycling center. In its surrounding woods and moors are over 200 miles of paths winding through a lovely nature reserve. It has few hotels, but many pensions.

Winterswijk, 27 miles east and south of Zutphen, is another township that serves as the center of a national park even though it is a textile-making area and the home of the largest knitwear factory in the Netherlands. It has a fine open-air theater, the best natural history museum in the country, and parks and woods with abundant wild life.

Gelderland province is, above all, a walking or cycling province. Here the Dutch people, young and old, gather in many thousands to enjoy themselves without thought of motors or buses. Cycling specials are run by the railways on which every passenger without exception takes a bicycle.

It is from Nijmegen, too, that the annual four-day walk is held. Some 20,000 people, singly or in groups, come from all over the world to participate in this hiking marathon, while some 300,000 come to watch along the route. There are various categories, with assignments varying from 20 to 35 miles a day, depending on age, sex and experience. There are no prizes, for there are no winners, but proud indeed are those who receive the medal proving that they have done their selected distance every day without faltering. Old men and women, teenagers and college graduates, fathers and mothers, professors, businessmen and soldiers – all take part, just to show that they can do it.

### Overijssel, a Province of Contrasts

A close neighbor (but very different in every way) of Gelderland is the quaint province of Overijssel, usually neglected by foreign visitors and therefore offering the adventurous tourist something which most others miss. It is a particularly rewarding area to explore because it offers several completely distinct areas in which the population as well as the scenery differ widely. In the northwest is the Noordoostpolder, only recently snatched from the former Zuiderzee, where you can study the

latest Dutch ideas on agriculture, architecture, town planning and social organization. Over to the east is Twente, a contrasting region that has been inhabited since the dawn of history. It provides a great variety of scenery, both ancient and modern, as the Saxon people who live here show in a hundred ways how they cling to their soil, customs, traditions, and beliefs. The Salland district, between the IJssel and Vecht rivers, presents yet another landscape, with areas still unexplored even by Dutch holiday makers, and with three of Holland's most ancient cities rejuvenated into prosperous activity.

Let us visit first its capital, Zwolle, with 80,000 inhabitants, which stands at the crossroads from north to south and from east to west. Unpretentious except in its prosperity, it is a charming town in which, with commendable practicality, the city fathers have leveled the old ramparts into a girdle of lovely parks, lawns, and flowerbeds, and turned the moat into a graceful canal that still winds beneath the former bastions.

Points of special interest in this town of many facets are the Gothic Aldermen's Room of 1488 in the Town Hall, the Peppertop Tower of the 15th-century Church of Our Lady, the lovely Sassenpoort gateway (1408) flanked by a quartette of octagonal towers, and the Historical Museum in the Melkmarkt with its collection of Thomas à Kempis relics to remind us that this great religious writer lived here for over seventy years.

Roughly 20 miles south of the capital is Deventer, an 11th-century town that has developed into an industrial center manufacturing metal goods, Smyrna carpets, and its own famous spiced gingerbread called *Deventer Koek*. This is an intimate place, easy to explore but full of such surprises as the Weigh House with its gigantic cauldron, the Municipal Museum with its splendid collection of costumes and furniture, the exceptionally large library of 16th-century books and manuscripts in the Town Hall, and four fine historic churches.

Kampen, 9 miles west of Zwolle, is located on the southwest side of the River IJssel and has a population of 40,000. Tied to its wharves are seagoing ships, bound generally for Britain or the Baltic. Along the quays is a wide boulevard lined with tall, proud houses and warehouses, many built during the golden age, for Kampen was a Hanseatic League city. In the Middle Ages it was an important shipping and trade center. It is still busy, and is a center for aquatic sports, fishing, and hunting.

There are many historic buildings to be seen: the Town Hall, 16th-century, with its Aldermen's Room lined with panelling

dated 1544-1545 and a richly carved fireplace of the same date; south of the Town Hall, the "New" Tower, dated 1664; the Bovenkerk, or Sint Nicolaaskerk, dated 1369. Kampen has also several old and interesting gateways.

Not far from Kampen, just opposite Elburg in the East Flevoland Polder on the bed of the former salty Zuiderzee is the unique Flevohof where it is possible to spend a real day in the country. This is a sort of 350-acre farm where you can milk a cow, make cheese or butter and go completely agricultural and experience farming life first-hand. Apart from modern buildings for demonstrations and exhibitions, there is a wide variety of recreational facilities, with heated promenades, horse-drawn trains, two restaurants, sunny terraces and a Red Indian village for the youngsters. It is open all the year round every day from 9 a.m. and has ample parking space. This is a real day in the country in which modern farming can be watched at first hand. It actually has two different farms on its 350 acres: a 165-acre agricultural farm where corn, wheat, potatoes and other crops are grown, and an 88-acre cattle farm where pigs and chickens are also raised. Yet it is more than just a farm, with its hyper-modern exhibition buildings in which a variety of demonstrations and performances are held – everything from the making of wooden clogs to scientific displays.

### Holland's Quaintest Villages

North of Zwolle and west of Meppel is one of the most-talked-of places in Holland – for the picturesque village of Giethoorn has no streets. The baker, the postman, and the courting swain all have to travel by canal. Every house, like a tiny hermitage set amidst trees, is an island reached only over its own high-arched bridge or along its own off-shooting stream. The cows go by boat to and from the pasture fields; the harvest is brought in on boats; and everyone goes to church on Sunday by boat. The only apology for a street is the rough path by the side of the main canal leading from the main highway, and from which you board the motorboat or punt that runs you round the village, gliding past enticing little cottages and slipping under graceful bridges.

While in this district, make for Staphorst, just north of Zwolle on the road to Meppel, the other very-much-discussed village of Overijssel. Primarily noted for its costumes (and what costumes they can be!), it has also come to be regarded

with a mixture of awe and incredulity. On weekdays, Staphorst is a more or less normal Dutch-picture village of 10,000 inhabitants, where the people, gay in dress but serious in face, look on the foreign visitor (and this means anyone from more than 10 miles away) as an unavoidable necessity, or perhaps at times as a tolerated guest. But on Sundays visitors are not so welcome. Indeed, they are resentfully unwelcome. For on that day the village is flooded with solemnity and piety. The locals will not ride bicycles, and visiting cars are stopped on the outskirts. In two separate files the men and the women foot their silent and sober way to church. With downbent heads and eyes fixed on the ground, the slow processions of Calvinists fill the Sabbath with awe, revealing a regimentation both in walk and dress that is undoubtedly unique in Europe. If you want to see this quaint spectacle, keep out of sight as much as possible. Sunday to the Staphorsters is no day of peep-show or festival. They would prefer you to ignore their village and let them concentrate their thoughts on more godly matters than inquisitive foreigners. Privacy is next to godliness in Staphorst, but there is a growing tendency on the part of locals to be agreeable to slipping into a side street for you to take a picture. The township's change into a small industrial region seems to have revealed the value of commercialism . . .

Yet in this hyper-religious village the people adhere to a remarkable practice of trial maternity. It is the custom that no young man should take a wife until she has proved to him in a very definite way, by solid proof of pregnancy, that when married she will be able to keep his farm supplied with children. This practice is due to the fact that Staphorst farmers will not hire men to do their work, but insist that it be done by the family.

Here, as in many communities in Holland, it is the custom that even adult children contribute their labor or wages to the head of the family. The theory is that the children are investing in their inheritance. The more ambitious sons and daughters, however, are often unwilling to postpone their own careers for an uncertain number of years, so they emigrate to the cities (or even abroad) where they can earn – and keep – a cash income.

In strange contrast to this extreme liberality in love-making is the Staphorst retention of the traditional punishment for the members of the community making illicit love after marriage. Women in particular are still paraded on a cart through the

village if they have committed adultery, while any guilty men in this respect are given a real telling off in church and made to stand in front of the congregation to confess their sin. Yet another example of the extreme conservatism in this village is the recent refusal of the people, supported by the local parson, to allow their children to be inoculated or vaccinated against a threatened epidemic. Even though they were all told that the Dutch law laid down compulsory protection of this kind, only three or four mothers reluctantly (and secretly) took their children along to the dispensary.

Whilst in this district visits might be made to the old towns of Blokzijl and Vollenhove, now turned from former Zuiderzee ports into small inland industrial centers, Hasselt, with its many medieval buildings, and the lake region of Beulakerwijde and Belterwijde where water sports abound.

Coming to the heart of the province we reach an area well worth exploring, as it is among the earliest inhabited districts of Western Europe. Its center is the town of Ommen, 18 miles due east of Zwolle, a popular camping place with many attractive buildings and corners, which shares its beauties with the adjoining castle of Eerde and the woods of Junne at the foot of the Lemelerberg Hill. To the west is the extremely picturesque Dalfsen with its Gothic church and old castle, and the wooded areas of Raalte and Heino, both of them villages with many ancient relics. East of Ommen are the rarely-toured areas of Hardenberg and Gramsbergen, easy of access and unusual in historical charm. To the south of Ommen are the lively little rural town of Rijssen; the contrasting villages of Hellendoorn and Nijverdal in the "Golden Mountain" area; the towns of Goor, Markelo, and Diepenheim, nestling among the hills; and many other havens of peace and unexpected scenery, including the charming village of Holten where a Canadian war cemetery is carefully and proudly tended by the Dutch inhabitants.

### Textile Triangle

The group of towns of Almelo, Enschede, and Oldenzaal form a triangle within which lies one of Holland's most important textile-making areas, although all around are fertile fields and shady woods, traditional farms and imposing castles, picturesque villages and reminders of centuries past. Old customs die hard here. At Ootmarsum, 13 miles northeast of Almelo, is the singing procession at Easter when the inhabitants walk in a hand-in-hand chain through the 12th-century church and



most of the old houses. Incidentally, when looking at this church, North Sea), which has been turned into a unique beach resort amidst miles of rolling heathland. The land all around is thick with salt, thus enabling a thriving salt-industry to grow up glance up at one of the inside pillars to see how a proud stonemason left his own picture, complete with rouged cheeks, for future visitors to admire. It is at Easter, too, that the farmers around Ootmarsum distribute bread to the poor in accordance with an ancient vow and burn the traditional bonfires.

Enschede, an ultramodern city that is surprising in its progressiveness, is the chief Dutch cotton spinning and weaving center. It has 40 percent of the looms, nearly 50 percent of the spindles, and about 24 percent of the labor engaged in textile manufacture in the whole of the Netherlands. It produces some astoundingly rich materials reminiscent of the best and most entrancing French brocades and velvets, and as a city is the very opposite of what one would expect from a textile-making center. Its 140,000 inhabitants pride themselves not only on their industrial activity but on their determination to be modern-but-attractive. The new rail station is one of the best in the country and the city's range of museums is in strange contrast to its canal harbor, which serves as a link with all Holland and Germany. Of all Dutch cities, Enschede can be regarded as a model of progress against a background of solidity.

Hengelo, a center of metal industries and an important cattle market, is another example of enterprise and tradition. Situated in an area of scattered moors, its 70,000 inhabitants have learned to be practical despite their conservatism. But Castle Twickel (1347), just north of Delden and 3 miles west of Hengelo, provides the best scenic attraction, with its orangery, Versailles-style gardens, and centuries-old woods.

Almelo is a great Dutch weaving center. It has also been called the City of Friendship, because it began the popular plan by which Dutch cities have established close civic contact with other cities of many countries. It has its own attractions, however, for it is an old city with interesting surroundings.

Oldenzaal, the oldest town of Twente, lies 8 miles north of Enschede, and is a fine center for day or half-day trips. Its lovely 12th-century Basilica of St. Plechelmus has a massive tower with the largest belfry in Europe and an exceptionally fine carillon. If you enjoy unraveling mysteries, try to find out from local experts why the walls of the church have so many

arrow-shaped markings carved on them, like an inverted V-for-victory sign of the type Winston Churchill made famous.

Perhaps the last recommendation in Overijssel should be Boekelo, famed for its saltwater lake (many miles from the under the imposing title of the Royal Dutch Salt Works Limited. The prevalence of the salt made the lake like seawater, and so with typical Dutch enterprise and imagination the Enschede town leaders decided to turn it into a real seaside resort. Realizing that a seaside, no matter how briny, was tame without waves, they installed a large machine to produce vigorous surf. This was born a new attraction, with first-class breakers turned on every 15 minutes, duly heralded by a mighty blast on a horn. If you want a really quiet change, your travel agent can arrange a package weekend here, which will include air travel from Amsterdam and a stay at the excellent Boekelo Hotel.

### The Wonders of the Polders

Around the old Zuyder Zee, later Zuiderzee – now called the IJsselmeer – are several polders which have been reclaimed from that huge basin which was once part of the North Sea. For centuries the Dutch had been battling against the vagaries and the tumult of the Zuiderzee, for although it gave access for world shipping to ports like Amsterdam which laid the foundation of Holland's maritime and trading greatness, it also caused disasters as a result of storms. Its bottom is, indeed, still a graveyard of ships of all ages which were lost there, but that same sea bed has provided Holland with thousands of acres of good land now being used not only for agriculture but also for dwellings, industry and recreation. There are few more fascinating stories than that of the Zuiderzee.

The North Sea launched its assault on Holland's coast around the end of the Roman occupation, 200-300 A.D. It broke through the Frisian dunes and left them a chain of islands: Texel, Vlieland, Terschelling, Ameland, and others. It flooded great marshes with salt water and in the 13th-century, aided by terrific storms, broke through in strength and joined an inland lake called Flevo to create the Southern Sea, or Zuiderzee. That was the end of its invasion; since then Dutch engineers have fought back, snipping off a bit of land here, another there, for seven centuries. They lost some disastrous battles: On December 14, 1287, floods killed 80,000 people in one night; on November 18-19, 1421, about 8,000 were drowned in the south. But

security against such major disasters was finally achieved in the 17th-century, and the process of land-grabbing was made immeasurably easier in 1932 with the completion of the enclosing dike.

Now, just a few more dates and figures. The Zuiderzee scheme was thought up in the 17th-century. The Netherlands parliament agreed to it in 1918; action awaited a time of unemployment to supply the needed labor. That came in the 1920's, and in 1927-1930 the Wieringermeer Polder was seized back from Neptune. This gave an instalment of 50,000 acres of new land, and was the smallest of the four proposed polders. It was here that the first experiments were made to solve the great problem of converting the salty bottom of the former sea into fertile land for agriculture. The solution was lowering the groundwater level in the polder to about five feet below the lowest surface and then taking the water from the soil. While this was being done, about 600 farmhouses and three townships were built, along with 12 miles of canals, 60 bridges and two pumping-stations.

All went well until World War II, when in the closing weeks the Germans inundated the polder in an attempt to stop the advance of the Allied troops. No one was drowned, but the whole polder — houses and farms and shops and churches — was covered to a depth of anything from 12 to 40 feet. In some places only the tops of the church steeples were showing.

One of the early postwar tasks, therefore, was to pump the water away. This was done in four months, and within a year of the German defeat crops were being sown and half the houses had again been made habitable. At this time work had already made good progress on the reclaiming of the second section, the Northeast Polder of 119,000 acres; in fact, much of the work was continued during the war. Here about 250,000 million gallons of water had to be pumped out by three monster stations before the land was dry so that about 1,600 farms and 400 market gardens could be started. Today 10 villages are grouped around the township of Emmeloord, which is now a thriving center for the 40,000 inhabitants of this second polder.

Work on the third East Flevoland Polder of 133,000 acres began in 1950, with a 57-mile dike being simultaneously built in four places, as well as three pumping-stations and four locks. Although the great flood of 1953 meant that some of the equipment had to be transferred to the new protective project of the Delta Works in Zeeland, this polder was reclaimed by 1957.

While the development work on the Flevoland Polder was in

full swing, work was started on building the dikes of the last two polders: the South Flevoland Polder of 106,000 acres and a 44-mile dike, and the Markerwaard Polder of 142,000 acres. South Flevoland became dry in 1968, and the final dikes of the Markerwaard will be finished by about 1978. This will complete the whole Zuiderzee project, although the last of the houses and farms, along with the many social amenities, will probably not be finally ready until the early 1990's.

As will be seen from the chapter on Zeeland Province, the Delta Works form an even more imaginative project than the Zuiderzee scheme, and should be completed by 1980.

Yet another fascinating hydraulics scheme still under consideration is the building of a dike joining together the necklace of islands off the Groningen and Friesland coasts: Texel, Vlieland, Terschelling, Ameland, Schiermonnikoog, and Rottum. This would be followed by the reclamation of a great deal of land from the present Wadden Sea which would be enclosed: such a mammoth work is admittedly for a future generation to see.

Knowing this background of the Zuiderzee "miracle", a tourist can have few more fascinating and inspiring trips than through these man-made polders. With much of the work still in progress, the whole region is alive and pulsating with activity. It has other special characteristics also. Most visitors will be struck at once by the fact that the broad roads have none of the sharp curves so typical of older farmland where highways were constructed after the lots were divided up, instead of before. Here they are as straight as the enclosing dike itself, broken only by clusters of farmhouses, usually four together, surrounded by trees that seem remarkably tall already for a region that lay at the bottom of the IJsselmeer until 1942.

Broad fields, perhaps of yellow mustard, bronze flax, green alfalfa, and brown barley stretch far out in a harmonious color scheme, with here and there the red-orange tile of huge barn roofs. Down the canals, which are as straight as the roads, barges sweep along and houseboats are anchored to the shore.

Here and there along the road you see temporary hutments and groups of men called *polderjongens* trained especially for polder work, who come from Slidrecht in South Holland. They travel from place to place where trained services are needed. The great Dikemaster Andries Vierlingh praised them in 1570, and Dr. van Veen describes them as "the workers of willow mattresses, who can handle the unwieldy dredging

machines with unerring skill...who can strangle wild streams...those heavy-handed slow-speaking workers in long boots, who have travelled over the whole world to do their mud and mattress work..."

The Netherlands government retains title to the polder land, renting it out to able farmers at low rates. Farms here are of 40 acres or more; anything smaller is considered inefficient. In order to win priority for a farm lease, young Hollanders go to work on polder land a long time, maybe five years, before the area is suitable for food production. Then they move in, after their title has been confirmed. Many farmers from Walcheren in Zeeland, made homeless by a postwar division of the land, are here in the polders making new homes.

Practically in the geometric center of the Northeast Polder is the booming young city of Emmeloord, and we should note that its location was no accident. With the aid of a detailed map you'll see how a system of waterways radiates out from Emmeloord, paralleling the road system. At the end of each canal is a community, more or less equidistant from Emmeloord and the edge of the polder. This arrangement, if a trifle regular, has the merit of making it possible for Emmeloord to service the entire region with schools, medical facilities, specialty shops, banks and the like. It was at first intended to have five or six different municipalities in the polder, but now the whole area is combined in the Emmeloord Municipality, with one Burgomaster administering the whole area.

At the same time that practical considerations were being taken into account, the planners recognized that variety has an important function, too. Thus, an effort has been made to make every settlement just a little different from the others. You will be particularly aware of this as you explore Emmeloord itself. There is no dreary uniformity, no oppressive sense of everything having been cast in the same mould. However you do sense another characteristic; the community hasn't quite jelled yet because there hasn't been time to put down human roots, and everyone, by definition, is an "outsider." Barriers are slow to fall in the Netherlands, and it may well be several decades before these new citizens cease to think of themselves as settlers from another region, despite all the skill - and art - displayed by those who have planned so impressively.

### Old Towns and New

One of the features of a trip through the Zuiderzee polders



is the variety of buildings and layouts. The new towns like Emmeloord and Lelystad are still very much in the making, and show many signs of new ideas of civic life. When the polders were first conceived it was felt that the future inhabitants would want to live in much the same way as they have been doing for centuries in more or less watertight compartments belonging to the different religious groupings. But it has been found that even the former conservative communities have now gone modern, and that it is no longer practical or advisable to give each sectarian community its own schools, libraries and recreation centers. The result has been a decrease in the number of separate villages, and in the towns there are combined social facilities, even though separate churches are still provided.

Lelystad is a good example of a town at the very beginning of its growth, while Emmeloord has, as it were, come of age but is nowhere near maturity. Both are well worth visiting, especially as the areas surrounding them provide good illustrations of the way even the polder layout and use has changed as a result of the greater emphasis put on small industries and much more ample recreational facilities. In fact, a good proportion of the newly-reclaimed polderland is now being taken over to provide the space increasingly demanded by the authorities for more outdoor recreation.

When at Emmeloord the visitor should not leave out a trip to Urk, about 10 miles to the west, as this is considered by many as one of the most interesting spots in Holland. For 700 years or more Urk was an island in the Zuiderzee, well isolated from other communities, with its own way of life, traditions and costumes. In 1942 the polder crept up and joined it to the mainland; it remained a seaport but its isolation was ended. The road to Urk was only completed in 1948 and in the summer of 1951 the Urk town council decided they would have none of those new-fangled gadgets, automobiles, in the streets of their town. Tourists must park at the entrance, they can't clutter up the city's byways. And that isn't a bad idea, for the streets were not made for heavy traffic – to put it mildly.

At the harbor's long piers are dozens of stubby, tough-looking fishing boats, staying quietly in the protected water as the weather is too cold for eel-catching. On Sundays, cold or warm, the boats also stay home as the people are careful not to let anyone, or anything, work on that day. The religious scruples of these devout Protestant townsfolk are so strong, in fact, that they will not even allow them to ride their bicycles on a Sunday.

Entering the village, the visitor finds that Urk is quite tourist-minded. For sale in small booths or carts are postcards and varied souvenirs, ice cream, and the town's specialty — smoked eel. The houses are small, the streets paved with bricks. Urk is still a horse town, as may be inferred by the activity of the blacksmiths.

Urk's costumes may be abandoned with the coming of "civilization", but at present they are plentiful and distinctive. Women's corsets are of light-blue material, on which chamois leather is sewn to prevent wear, the whole garment being stiffened with whalebones. A broad yoke of flowered silk is worn over it. Urk women usually wear necklaces of garnets, with a square gold fastener. A white bonnet is worn around the back of the head, and gold ear ornaments press into the cheeks.

Men of Urk generally wear dark costumes: black wooden shoes, thick black socks, black pantaloons above the knees, and a round black hat or black skull cap. Silver buckles may flash from the belt, and sometimes gay red-and-white striped shirts brighten the whole effect.

The people of Urk are cordial to strangers, but not many of them speak English. Through an interpreter, we found out something of their economic affairs — in other words, about fishing. From May to September, the men go out after eels whenever the weather is propitious. Then for a few weeks, they have a season of catching a large fish called *snoekbaars*, which are "pike-perch" — or *stizostedion americanum* to you. Personally we prefer any one of the other three names it is known by: glass-eyed, goggle-eyed, or wall-eyed pike. Visitors are taken eel-fishing on summer nights if they wish. Recently, determined to be independent despite being joined to the mainland, Urk fishermen formed a cooperative: the whole catch of all kinds of fish is "pooled", sent to a large new factory to be canned, dried, deep-frozen or made up into ready-to-cook dishes, then exported to many parts of Europe. The whole installation is a cooperative investment, the profits being distributed according to the amount of fish caught by each boat's crew. And the scheme also finds employment for many of the womenfolk.

From Urk, take the road that runs due east through Nagele to Ens. Between these two villages you'll come upon a tiny ridge, perhaps 20 feet above the vast flatland that stretches without a break toward the horizon. It is all that is left of Schokland, once an island of fisher-folk, constantly cut down through the centuries by encroaching water and later practi-

cally swallowed by the new polder. On it now is a church building, a few anchors and a cannon dated 1537. The cannon – a *hoogwaterkanon* (high-water cannon) – was fired to warn the people of the coming of a very high tide. The church is the Seafloor Museum, displaying objects found on the bottom of the Zuiderzee.

The museum exhibits throw light on the dim past, prehistoric days and those more recent, before and after the North Sea claimed most of the area. Among them are: Bronze Age tools, bone of a mid-European mammoth, jaw of a wolf, and teeth of a bison. Strange beasts, indeed, roamed this land before there was a Zuiderzee! Today, not even a rabbit could find a haven on the polder safe from vigilant human eyes. Objects of a different category are: pottery (900-1200) and stone coffins (1100) from Germany.

So much for the Zuiderzee and its reclamation. However, it must be pointed out that all around its shores there have sprung up attractive yacht harbors and beach resorts in the different provinces bordering the region. In fact, in recent years the hydraulic engineers learned that the polderland itself would be improved if there were a strip of water separating the new land from the old. This strip of water has in many places been turned into aquatic sports and recreation centers, with ample accommodation ranging from bungalow parks to camping sites.



## **ZEELAND**

### *The Land that Invades the Sea*

One of Holland's most popular holiday regions is Zeeland, the cluster of islands in the southwest corner of the country that is rapidly being joined up to form one of Europe's most attractive water-sports areas.

For centuries the people of Zeeland preferred to live a more or less isolated life, quite content with their fishing and agriculture, and basking in their historical glamor. They were rather rudely awakened to the facts of modern life when Walcheren Island was bombed by Allied planes during World War II as part of the strategy to drive the Germans out of Holland. Although this was a calamity to many of them, most Zeelanders accepted it calmly and were, in fact, not really surprised when one of the first postwar activities of the Dutch was to repair the breached dikes of Walcheren by using the surplus caissons left over from the Normandy D-day landings. But there was worse to come.

Zeeland Province is, as the name suggests, the land of the

sea. In most Dutch provinces the sea presses in to the land constantly striving to win a foothold; Zeeland to the contrary pushes out into the water, invading the invader's territory, looking for trouble. On February 1, 1953, it got it.

A northwest hurricane of terrific velocity hit the coast simultaneously with the spring flood tide. The wind drove the high waters over the dikes, and these barriers, undermined by water on both sides, gave way. The sea poured in over virtually the entire province of Zeeland and flooded tremendous areas of North Brabant and South Holland as well. It was the worst disaster Holland had suffered in its unending battle against the sea since the St. Elizabeth Flood in 1421. Water stood in the streets of Rotterdam and in the cathedral of Dordrecht it lapped against the walls under the stained glass window depicting the ravages of the flood that had invaded that same building five hundred years earlier.

A less indomitable people than the Dutch might have resigned themselves to returning to the sea, for a matter of a few years at least, the territory that had originally been won from the ocean over the centuries and which the ocean had now reclaimed overnight. But the Dutch are used to fighting the sea. Their counter attack was launched immediately. At the end of four months, all the tourist attractions of Zeeland and the two neighboring provinces, also badly hit, were again on view, with one exception — Zierikzee, on the island of Schouwen-Duiveland, which, dry again (it stands on land a little above the level of the surrounding country) was still surrounded by water; but by July Zierikzee also was once more accessible. By then the last remaining impediment to travel into this region had likewise been eliminated. The flood cut across the neck of the narrow isthmus leading from the mainland to the South Beveland peninsula. For some months afterwards, traffic had to cross in improvised fashion.

But out of that calamity Zeeland is now profiting. Within a few weeks of the flood a special commission was studying the best ways to prevent a recurrence, and the result was the implementation of the \$800 million (£350 million) Delta Works, a 25-year plan to close up most of the sea-arms on the southwest coast, entailing the construction of 20 miles of new dikes in the North Sea, already more than half completed. Most of the dikes carry modern highways and are linked by great bridges, giving Zeeland shorter and quicker connections with the Dutch mainland. One of these is the Oosterschelde Bridge, a three-mile span across the river.



## Model Delta Works Exposition

Realizing that the Delta project is even greater than the reclamation of the Zuiderzee, and that many visitors to Holland would like to see just what it has entailed and how the sea-arms are being closed, a special Delta Expo has been constructed by the authorities, which shows the whole undertaking in model form. As the works are now about 80 percent finished, this model exhibition is a fascinating opportunity to learn just how the Dutch use not only their long experience but also all the technical aids provided by modern science. All the planned dams are now closed except the most spectacular and daring of them all – the one across the Eastern Schelde (Scheldt) River between Schouwen-Duiveland and North Beveland which will be completed in 1978. This great barrier will be five miles long and go to a depth of 40 meters. Particularly interesting is the combined use of cable railways and immense caissons to cut off the sea.

The Delta Expo is located near the Haringvliet sluices which stretch almost one mile along the dam, and which not only function as a means of holding back the sea and protecting the northern delta area with its dense population and industry, but also as the “stop-cock” for the freshwater management of almost the whole of the Netherlands. The Delta Expo, reorganized in 1974, is open from mid-April to mid-October daily from 10-5, entrance f 2.60. It is easy to reach from any direction, and has a wealth of working models, a good restaurant and a car park. At least an hour and a half should be set aside for a visit. A special path will take you to, and under, the enormous sluices. You can even buy Delta postage stamps with the “Nabla” postmark.

## Practical Information for Zeeland



**WHEN TO COME?** The various islands, peninsulas, and waterways that compose the distinctive province of Zeeland, are at their best between *May* and the end of *September*, though, thanks to the moderating influence of the North Sea, the weather is relatively mild all year round. *July* and *August* are the big months for the sea resorts of Zeeland, especially the latter. Middelburg, a few miles from Vlissingen (Flushing), is famous for the tilting of the ring with lances, attempted first from fast-moving, gaily painted gigs towards the end of July, then again on horseback in mid-August.

From the end of *March* through *September*, “Miniature Walcheren” is on display.



**WHAT TO SEE?** Top of the list is doubtless the island of *Walcheren*, whose dikes were shattered by the Allies as a matter of necessity so as to dislodge Nazi forces entrenched there. At *Westkapelle* are many wartime souve-

nirs in the form of pillboxes and wrecks. At *Middelburg*, the chief town, is a museum recounting this drama, lodged in one of Holland's most extraordinary town halls. *Veere* is fascinating, too. Its brightest period was during the 15th and 16th centuries when the wool trade with Scotland swelled its population to nearly 20,000. Some of the old "Scotch Houses" still survive. Today less than 2,000 people live within its precincts. One of its most famous inhabitants was the Dutch-American author, Hendrik Willem van Loon, who lived and wrote here for many years between the two world wars. *Vlissingen* (Flushing) on the south shore of *Walcheren* is both a beach resort and the only seaport in the Netherlands that is actually on the sea. *Goes*, part of South Beveland, is the center of a fruit growing region. *Yerseke*, once famous for the renowned Zeeland oysters. Due to the dike enclosures the beds have gradually silted up. *Zierikzee*, on the island of *Schouwen-Duiveland*, is among the best preserved towns in the Netherlands. At the remarkable circle-village of *Dreischor* is a town hall with the motto, "Do good and fear not."



**HOW TO GET ABOUT?** *Goes*, *Middelburg* and *Vlissingen* are the only cities in Zeeland to be serviced by trains, but the bus network all over the region is excellent. From Rotterdam and points north two roads lead to Zeeland.

The 100-mile inland route bypasses Dordrecht to the south, crosses the broad *Hollandsch Diep*, and then swings west just outside Breda. From there it's a straight run via *Roosendaal* to *Bergen-op-Zoom*—the name means "mountains on the riverbank" though there's little flatter than this part of the Netherlands—where you turn either north for, say, *Zierikzee*, or south for *Goes*, *Middelburg* and *Vlissingen* (Flushing). The 60-mile route across the islands takes you due south from Rotterdam to *Numansdorp* where you cross the *Haringvliet* toll-bridge to *Ooltgensplaat* on *Goeree Overflakkee*. West to *Oude Tonge* and across the *Grevelingen* dike to *Bruinisse* on *Schouwen Duiveland*. West again to *Zierikzee* where you take the 3-mile toll bridge across the *Oosterschelde*.

In touring Zeeland, the best plan is to establish a central headquarters, then branch out on day trips to the neighboring districts. *Goes*, on South Beveland, or beyond on *Walcheren*, *Middelburg*, *Vlissingen* (Flushing), are your best choice for this purpose. Thus, after exploring South Beveland and *Walcheren*, you would ferry across the *Scheldt* River for a look at Zeeland Flanders, returning to headquarters at the end of the day. Then you would pack up, go north to *Zierikzee* on *Schouwen-Duiveland*, look around, and motor back to Rotterdam or The Hague.

Different considerations apply, of course, if a seaside holiday is your main objective. In this case you would choose among (from south to north) *Cadzand* in Zeeland Flanders (near Belgian *Knokke*); *Flushing*, *Koudekerke*, *Zoutelande*, and *Domburg* on *Walcheren*; or *Haamstede/Burgh* on *Schouwen-Duiveland*. Of these, *Flushing* is the most important, the most central and has the advantage of facing south.

#### HOTELS AND RESTAURANTS.

Although drastic improvements are being planned, Zeeland is as yet underdeveloped touristically. Even so, its extensive nature reserves, bird sanctuaries, campings, excellent beaches and sailing amenities attract hordes of German, Belgian, British—and of course Dutch—tourists in search of a simple, inexpensive summer holiday in agreeable surroundings. Except for such centers as *Middelburg*, *Vlissingen* and



Domburg, hotel accommodation is still inadequate. Good restaurants are few and you will fare best in the hotels. However, with the development of the watersports centers, it is worth calling in at any of the VVV offices and asking for details of the camping-sites and bungalow villages.

**BRESKENS**, family resort on Zeeland Flanders' opposite Vlissingen (Flushing). Hotels: *De Milliano*, 35 rooms, 9 with bath, first class reasonable. *Het Wapen van Breskens*, 16 rooms, inexpensive.

**BURGH**, simple resort on Schouwen-Duiveland. Hotels: *Bakker*, 12 rooms; *'t Wapen van Burgh*, 19 rooms. Both inexpensive.

**CADZAND**, seaside resort near Belgian border. Hotels: *De Wielingen*, 14 rooms, 6 with shower, top moderate. *Badhotel*, 17 rooms, reasonable. *Stand Hotel*, 17 rooms; *Noordzee*, 16 rooms; all moderate.

**DOMBURG**, seaside resort on Walcheren.

Hotels: *Badhotel*, 44 rooms, 21 with bath, first class reasonable. Own gardens and children's playground. Moderate, but first class are: *Duinhevel*, 17 rooms, 8 with bath; *Groot Zonneduin*, 25 rooms; and *Zomerlust*, 16 rooms. The *Wigwam*, 34 rooms, is a family hotel with reasonable terms.

Restaurant: *In den Walcheren Dolphijn* (I), fish specialties of all kinds; also cold plate service. Open Feb.-Oct.

**FLUSHING**, see **VLISSINGEN**.

**GOES**, fruit growing center on South Beveland and main city of region. Hotels: *De Korenbeurs*, 30 rooms, 14 with bath, first class superior. Easily best. A tourist attraction in itself, thanks to its interior decoration, tiles, mottos.

*Terminus*, 25 rooms, moderate. Opposite rail station and bus terminal.

Restaurants: *De Korenbeurs* (above) specializes in seafood; try also the omelette soufflé. *Slot Ostende*, Singelstraat 5, specializes in mussels and other fish dishes. Both (M).

**HAAMSTED**, quiet resort on Schouwen-Duiveland. Hotels: *De Torenhoeve*, 27 rooms with bath, first class superior.

*Haamstede-Vliegveld*, on road to the airport, 17 rooms, 5 with shower, moderate. Open April to Oct.

**HULST**, inland provincial center in Zeeland Flanders. Hotels: *International* (formerly *De Graanbeurs*), 20 rooms, 10 with bath, first class reasonable. *De Korenbeurs*, 12 rooms, reasonable.

**KOUDEKERKE**, quiet resort on Walcheren. Hotel: *Zeeduin*, 25 rooms; inexpensive. Open Mar.-Sept.

**MIDDELBURG**, large, interesting inland center on Walcheren. Hotels: *Du Commerce*, 36 rooms, 12 with bath or shower. First class reasonable. *Nieuwe Doelen*, 27 rooms, 15 with bath or shower. First class reasonable. *Sonnevanck* has 20 rooms and *De Huijkar*, 15 rooms, with a limited number of baths. Both are moderate. *De Huijkar* has a good restaurant.

Restaurants: *Nederlands Koffiehuis*, with view of the remarkable Town Hall. Fresh seafood a specialty.

**OOSTKAPELLE**, small resort on Walcheren. Hotel: *Zeelandia*, 19 rooms, 10 with bath; *Bad Motel*, 20 apartments of various sizes. Both reasonable.

**RENESE**, small resort on Schouwen-Duiveland. Hotels: *De Ark*, 32 rooms, 6 with bath, top moderate. *Het Wapen van Renesse Motel*, 15 rooms. Also well-furnished 2-, 4- and 6-person apartments. Good value.

**SLUIS**, inland Zeeland Flanders town, near Belgian border. Hotel: *De Korenbeurs*, 16 rooms, 4 with bath, low first class reasonable. *'t Hof van Brussel*, 9 rooms, moderate.

**TERNEUZEN**, major town and ferry terminus in Zeeland Flanders. Hotels: *Grand Hotel Rotterdam*, 50 rooms, 15 with bath, first class reasonable. View of Scheldt River.

**VEERE**, delightful old town on Walcheren with memories of more prosperous days. Hotel and restaurant: *De Campveerse Toren*, only 19 rooms, 9 with bath, first class reasonable. Panoramic location in medieval powder magazine at entrance to harbor.

*Motel De Walvis* at Vrouwenpolder, 16 rooms, very modern and comfortable.

**VLISSINGEN (Flushing)**, Walcheren seaport, largest city in Zeeland, and attractive seaside resort distinguished by long boulevard.

Hotels: *Britannia*, 35 rooms with bath, all facing the sea, first class superior, a recent Golden Tulip hotel, and easily the best. *Strandhotel*, 35 rooms, 19 with bath, first class reasonable. *Piccard*, 24 rooms, 5 with bath, reasonable. *Royal*, 22 rooms, 10 with bath, reasonable. Open mid-Mar. to mid-Oct.

Restaurant: *Rôtisserie De Put* (E), in Strandhotel (above). Very good cooking.



**USEFUL ADDRESSES.** There are about 40 VVV offices in Zeeland, of which the most important are: *Middeburg*, Strooportgang 3; *Zierikzee*, Visstraat 17; *Domburg*, Kerkstraat 7; *Veere*, Markt 38; *Vlissingen (Flushing)*, Paul Krugerstraat 21; *Goes*, Westsingel 1; *Axel*, Stadhuis; *Terneuzen*, Herengracht 5; *Cadzand*, Mariastraat 18; *Breskens*, Papaverstraat 3; and *Zouteland*, Langendam 12. Full list of all types accommodation, including details of camping sites and yachting facilities, can be obtained at any of the above offices.

**WESTKAPELLE**, westernmost point of Walcheren and of Holland.

Hotel: *De Valk*, 15 rooms, moderate. *Badmotel*, 48 rooms with bath. Large apartments available. first class reasonable.

**YERSEKE**, former oyster center on South Beveland. Hotel: *Oesterbeurs*, 8 rooms, inexpensive.

**ZIERIKZEE**, largest town of Schouwen-Duiveland and ferry terminus.

Hotels: *Mondragon*, 9 rooms, 8 with bath or shower, first class superior. *Concordia*, 17 rooms, 6 with bath, first class reasonable.

**ZOUTELANDE**, seaside resort on south of Walcheren.

Hotels: *Kurhaus Motel*, 13 rooms with bath, first class superior. *Zonnewende*, 31 rooms, most with shower, first class reasonable and open May-Sept. *Het Streefkerkse Huis*, 14 rooms, moderate.

There are more than 60 camping sites in Zeeland, as well as good camping houses at Haamstede on Schouwen-Duiveland and at Oude-lande on South Beveland, and youth hostels at Axel (South Flanders), Domburg (Walcheren), and Vlissingen (Flushing).

## Exploring Zeeland

Zeeland consists mainly of three strips of land, like the fingers of a right hand, pointing westward toward the North Sea. The southernmost, across the River Schelde (Scheldt), is a bit of the Belgian coastline called Zeeuwsch-Vlaanderen or Zeeland Flanders. The middle finger is South Beveland and Walcheren, with North Beveland just off the northern shore. The

northernmost strip, beyond the East Schelde, consists of the island of Schouwen-Duiveland, St. Philipsland, a peninsula, and Tholen, another island.

These fingers are either islands, or peninsulas made from islands. As inlets between islands are continuously being blotted up to form more land, it is difficult at any time to state with certainty where a peninsula begins and an island ends, or vice versa. For example, Walcheren is always called an "Isle", and it is so designated on maps; actually it is linked by land to the South Beveland peninsula. The connection was formed recently when the channel between the two, Het Sloe, was filled in, resulting in 1,200 acres of new land.

At the moment there is plenty of water separating the three strips of land, but in a couple of decades the picture will be quite different. As part of the ambitious Delta Plan to prevent the recurrence of disasters like the one in 1953, dikes are connecting the western tips of these islands, shutting out the ocean and vastly shortening the total length of the sea walls. The first of these, the Veerse Gat connecting Walcheren and North Beveland, was completed in 1961, and new dikes are appearing almost every year as rapid progress is made.

Interesting water trips covering half a day or a day can be made to the Delta Works from Rotterdam or Hellevoetsluis, with multilingual guides explaining everything.

Zeeland is a quiet, charming region, with ancient buildings and a romantic history and most of the land is below high tide sea level. Most of its 290,000 people are farmers, growing their crops of sugar beet, flax, potatoes, fruit and grains. As in other parts of Holland, its farms and gardens are neat, its flowers delightful. At Flushing, Zoutelande, and Koudekerke are the only Netherlands beaches with a southern exposure. Off Schouwen-Duiveland are miles of beach and dunes with few houses, fine for vacationers who dislike crowds. Britons cross the North Sea from Dover, Belgians ferry over the Schelde from Breskens, for family-type holidays here. This region has also been developed into Holland's finest boating and camping center.

In South Beveland there is a distinction between the costumes worn by Protestant and Roman Catholic women. This difference centers in the rich white lace headgear. The first-named have bonnets shaped like conch shells, while the Catholics' bonnet takes the form of a trapezium through which can be seen the light-blue under-bonnet now discarded by the Protestant women. In the center of this elaborate headwear is the



ever-present ear-iron, which for the beauties of South Beveland takes the form of a narrow band with small rectangular disks of highly polished gold. A five-row necklace of large coral beads is fastened with a gold filigree clasp.

In the South Beveland women's costume, breast and back are covered with a combination yoke and *beuk*, made of gaily flowered silk. Catholic women decorate their *beuks* with what is called "bead-lace", black tulle on which beads are sewn. Until about 1900 a jacket was worn above these garments, but it has been discarded.

The golden ear-iron worn by the Walcheren women and girls has cylindrical curls hung with gold plates. The bonnet has in recent years been growing smaller and receding backwards, so that the under-bonnet, made of an embroidered linen called "feston", becomes prominent and hugs the head in a semi-circle. The low-cut neck of the jacket displays a small yoke. A striking part of this costume is the blood-coral or garnet necklace which fastens in the front with a large golden clasp.

Formerly all Zeeland men wore shirts of colored damask or gay cotton, fastened by silver buttons, knee-breeches and light-colored woollen stockings. Now their costume is all black, except for a scarf around the neck, gold throat buttons, and silver buttons at the belt.

Zeeland people are hard-working and, being removed from the stream of world events, are interested largely in local matters. The new plan for a north-south canal being cut through their land to link Antwerp and Rotterdam roused them far more than, say, the Common Market, the Council of Europe, or events in the Far East. The people have been dominantly Protestant or "neutral" since the Spaniards were thrown out and the Reformation came in around 1572. Today there are many Catholics, too; if you see a yellow door on a barn, it denotes that the farmer is of that religion. Coloring of face and hair is darker than in more northern provinces, owing to Spanish occupation. Names of many towns still end in "kerke" — such as Biggekerke, Serooskerke and Grijskerke.

### Walcheren, Tourist Center

A tidy-minded tourist would probably look at the map of Zeeland, list its islands in order from north to south, and then start a systematic trip through as many of them as attracted him. But that is not the way to explore this province, and as it is so small it doesn't matter where the exploration starts or the route it takes. Remember that it can easily be done by water.

However, Walcheren is probably the best place to make for as a center, because this is the island with the most history and most surprises. Before you start sight-seeing, you should know a little about what has happened there through the centuries, or at least in the current century.

Walcheren was, in fact, the scene of one of the most dramatic episodes of World War II. The Germans occupied it completely in 1940 and fortified it strongly as part of the Atlantic Wall. The Allies, after the Normandy landings, needed Antwerp as a place to unload supplies. German guns at Walcheren covered the Schelde, preventing any ships from entering or leaving the Belgian port. Drastic action was needed.

The island, or peninsula tip, is shaped like a saucer, with dunes and dikes forming the outer rim. It lies at mean tide level: when the tide is high the land is below sea level, when low it is above: breaking the saucer's rim would let the ocean in. So the Allies bombed the dikes in four places to wash the Germans out. There followed Commando landings and after bitter fighting the last Nazi surrendered.

The flooding, with the ebb and flow of the tides, brought swift currents that swept away the topsoil and left salt brine in its place. For a time it seemed that most of Walcheren would have to be abandoned, but Dutch courage and ingenuity, with Allied help, repaired the dikes and drove out the water. Reclamation was a tremendous task. In early May, 1945, the entire Dutch dredging fleet, 312 units strong, arrived to begin the work. By that time the width of the four breaches was 3,000 yards. Strong tides prevented the success of ordinary methods for closing the gaps, so 70 concrete landing craft and other vessels were sunk in the waters. New and heroic methods were used, with ultimate success. So, true to its motto *Luctor et Emergo* Walcheren emerged from the sea and has again become the "Garden of Zeeland".

Reminders of the war, such as anti-personnel fences, tank traps, cement blockhouses and gun emplacements, some battered by shells from British warships, are still seen at Westkapelle facing the Schelde. Here, too, on the bleak shore, is a stone tablet inscribed in English and Dutch: "The 4th Commando Brigade, British Liberation Army, landed here Nov. 1, 1944, to liberate the island." Sunk into the sides of the high dunes are little cement rooms, only their windows visible, which were formerly used by German soldiers but which now serve the Dutch as vacation cottages. New dikes have been constructed to replace the bombed barriers.

So much for the recent past. But the Dutch – or at least the Zeelanders – are so proud of their postwar recovery that they have prepared a miniature Walcheren panorama which is open from Easter to October. It is a gigantic maquette covering about 8,000 square yards, with roads, harbors, dikes, dunes, villages and towns all to one-twentieth size. Over 200 buildings are there, along with cranes, dredgers and ships, all in operation. This bustling activity is set amidst about 120,000 dwarf trees and shrubs, while at night it is turned into fairyland by thousands of lights. Middelburg, the capital of the province, is as proud of this miniature representation as it is of the lovely historic buildings scattered all over the island. And, of course, the Miniature Walcheren dramatically shows the epic flooding of the island by the Allies and its subsequent resurrection.

Walcheren is one of the most popular – and oldest – holiday areas of Holland, because in addition to its fine architecture and folklore it has miles of clean beaches and wide stretches of woodland. Apart from its own great attractions, Walcheren, is so located that it is easy for the holiday-maker to make excursions not only to other parts of the province but also to the attractive art cities of Belgium.

### **Middelburg and Veere**

One of the most fascinating Dutch cities to explore is Middelburg, not only because it is the provincial capital but also because its lovely buildings still tell the story of a rich past. It is a busy city of about 30,000 people, now showing little sign of its bombing in 1940 when 500 houses were destroyed. Even the old (1123) St. Nicholas Abbey, with its 289-foot belfry nicknamed Lange Jan (Long John) and visible all over the island, has had its massive damage restored. The Town Hall, decorated with 25 statues of Counts and Countesses of Holland and Zeeland, is regarded as one of the finest in the country.

The only way to enjoy this city is to walk around it quietly. Hidden away in the old stronghold called the Inner Town are many treasures of old architecture and placid canals reflecting past glory. Every Thursday, too, is market day, attended by people from all over the province, many of them wearing the attractive Zeeland costumes. Make certain that your tour includes the Blauw (Blue) Gateway, the Kuiperspoort (Cooper's Gatehouse), the Koepoort (Cow Gate), and the Fish Market in

a picturesque square, with Doric columns and the auctioneer's little house; in summer the square is used as an art market.

About four miles from Middelburg is the show-place of the island, Veere, which, strangely enough, was only slightly damaged in the war. A village of less than 2,000 now as against 15,500 to 20,000 in the 16th-century, it is today, as an early result of the Delta Works, a leading yacht harbor and water sports center with good camping sites.

Veere's best known attraction is probably the house, where Hendrik Willem van Loon lived and wrote *De Houttuin*, built in 1572. But another building, the huge 15th-century church, bears the mark of a more famous man, Napoleon. In 1811 the Emperor chose Veere as a safe last stronghold for his 1,400 sick and wounded soldiers. He made the church into a hospital, building four new floors. To keep out the chill North Sea winds he used gravestones from the church floors as window sills, which you can still see.

The history of the church is wrapped up with Veere's story of greatness. The town was the port of entrance of raw wool from Scotland, which was transshipped to Flemish merchants in Bruges, Belgium, to be made into fine cloth. As late as 1805 Scotland sent an ambassador to Veere, but by that time its prosperity was on the decline.

Veere's power was at its height in the 15th and 16th centuries with the Van Borselen family, who were linked by marriage to the Scottish Stuarts and who also received English aid when needed — there is still a Warwick Street in town. The Van Borselens, who had exclusive rights to the Scottish wool trade, built Veere's Town Hall in 1474, decorating its exterior with seven statues of themselves. About the same time they began the church, planning to make it a Dom Kerk, or seat of a bishop. For this distinction, they had to have 24 chapels, each dedicated to a saint. Each chapel required its own official and he had to possess farms, cattle, and money to spend on religious matters. Rich though they were, the Van Borselens could not make it, and had to give up. Soon after came the Reformation and the Protestant faith, and the big church was no longer needed. Today it is kept in repair by four workmen who toil all year round. Its restoration may take a century, but after all that is only 100 years!

Veere also has a small museum called De Schotse Huizen (The Scottish Houses) once used by the Guild of Scottish Merchants. It was established when a Van Borselen, Wolfaert, married Mary Stuart, a daughter of James I of Scotland. In it

are busts of the Lords of Veere, the Van Borselens, of Philip of Burgundy, old maps, costumes, wrought iron and Ming china.

The people of Veere, however, have eyes for the future as well as the past, and are making the most of its new importance as a yachting center. When the dam between Walcheren and North Beveland was finished in 1961, the "Zandkreek" was separated from the sea. So Veere is now situated on the shore of the Veerse Meer, 16 miles long and one of the largest lakes in Holland. In the past few years this lake has developed into a splendid water sports center in which every form of aquatic activity is practiced, and with small boarding-houses, camp sites, summer cottages and furnished rooms available in various price categories. Fuller details of this new development will be found in the special chapter of this book dealing with Water Sports.

### The Zeeland Riviera

It is only a short drive from either Middelburg or Veere to the western part of the island, sometimes called the Zeeland Riviera. It must be remembered that Walcheren is only 13 miles in diameter, but on this side you will find more than six miles of uniquely located southern beaches. They all have clean white sand, all carry spotless bills of health, bathing is free and safe, there are comfortable beach cabins to be rented for the day or the week, there is a choice of well-provided beach pavilions for refreshments, and the region offers ideal possibilities for inland or sea angling.

The stretch runs from Westkapelle to Dishoek, just northwest of Flushing, but is also within easy reach of delightful little places like Domburg, Biggekerke and Koudekerk. Nor need it be so quiet as to become boring after a day or so. Domburg, for example, has mini-golf, tennis, a golf course, lovely countryside dotted with windmills, and attractive woods. This is why it is a very popular family resort for the Dutch, Germans, British and Belgians.

At Westkapelle the attractions are more simple, and the youngsters at least will find the war reminders interesting. Viewing the thickness of the bunkers battered by the 16-inch shells of the British warship *Rodney* in 1944, you can judge the bitterness of the fight in which the commandos lost 60 to 70 percent of their strength.

Vlissingen or Flushing, population 40,000, is a summer resort, fishing and shipbuilding center. It is the only large Dutch port directly on the sea, and has been strategically important since the Middle Ages. Warships dock here now.



The shipyard employs 5,000 workers and the city has constructed for them small but modern homes with low rentals.

Facing the Schelde River and high above the water is Flushing's magnificent boulevard, successively called De Ruyter, Bankert and Evertsen, after famous Dutch sea captains. At the north end of this walk on the sea wall is a dike, constructed since 1944; at the south end is a wide terrace called the Rotonde, and inland from the Rotonde is Bellamy Park, a large square with flowerbeds and a bust of J. Bellamy, native poet. Nearby is the Museum of Local Antiquities, the Oude Markt (old market), and the 14th-century Grote Kerk or St. Jacobskerk.

Flushing is a pleasant place, quiet and picturesque. New-comers, the story goes, "wake up unconscious," for the air is heavy and soft and the sea air most conducive to sleep.

### Down into East Flanders

From Flushing it is an easy trip by ferry south across the Schelde to Breskens, to explore the 40-mile stretch of Zeeland Flanders. This region has been called "an oasis of peace": the peace of polders guarded by massive dikes, the peace of wide fields and creeks weaving a ruff of reeds, the peace of the local inhabitants and their ways. Yet at the same time you are very close to the art treasures and historic buildings of the Belgian cities of Brussels, Ghent, Antwerp and Bruges, and from the Belgian bathing resorts of Knokke and Ostend, the former resort noted for its casino.

Of course, Eastern Zeeland Flanders itself has much to offer: the little fortified town of Hulst, industrialized Terneuzen, Axel with its shops and Saturday market, the "Drowned Land of Saeftinge" with its saltings and marshes, the creeks of the Schelde simply begging you to fish in them, and a totally different countryside from that of the Holland to the north.

Hulst is a medieval city still completely surrounded by moats and ramparts. In the market place is the monumental St. Willibrord basilica which was founded about 1200 and enlarged between 1462 and 1531. After 1807 its choir and transept were used by Roman Catholics, while the nave was the worshipping place of members of the Dutch Reformed Church. After 1929, when the nave was bought by the Catholics, the whole church was restored and converted back into a basilica in 1935.

Other old buildings in the city are the refuge of the Abbey of Duinen dating back to the 15th-century, and the Abbey of Baudeloo built in the 16th-century. There are some lovely old

façades in the market place, while in the Oudheidkamer (Museum of Antiquities) is an interesting collection of old costumes, maps and folklore items. This city also boasts one of the loveliest cornmills in Holland, built in 1792 on the city ramparts. Finally, Hulst is called the city of Reynard the Fox, because the writer of the fable of that name lived here.

Terneuzen is of interest because it is a blending of the past and the present. It is intersected by a canal leading to Ghent, and consists of several small "villages" named Biervliet, Hoek, Sluiskil, Zaamslag and Terneuzen. In Biervliet, for example, the little market square houses the statue of Willem Beukelszoon: as a tourist you have probably never heard of him, but this was the man who discovered the technique for curing herrings, which is still used in Holland. The stained glass windows of the church, dating from 1660, are in sharp contrast to the modern picture scene of the huge lock for sea-going ships, the chemical plants and the busy shipping on the Western Schelde. In the past few years, in fact, Terneuzen has become a fairly important Dutch port.

But there is much more in this extreme southwest corner of the Netherlands. You can enjoy a 10-mile stretch of coast with its seaside resorts of Breskens, Nieuwvliet, Cadzand and Retranchement, with their many facilities for boating, swimming and sunbathing, while all around are areas of great natural charm. Further inland are a number of interesting villages and small towns: Aardenburg, celebrated for its Roman excavations and basilica; Sas van Gent, famed for its mussels, and the Braakman region offering every form of outdoor recreation under ideal conditions.

### South Beveland

A tour of South Beveland logically starts with Goes, the largest city (population 26,000) and center of a rich fruit-growing region. In the big central square are most of its picturesque historic buildings, the most spectacular being the Gothic Church of Mary-Magdalene (1423) with a beautiful interior and a famous organ, the 15th-century Town Hall, and the Municipal Museum.

On the square are several good hotels, the best-known being the Hotel de Korenbeurs (Corn Exchange). It is a tourist sight in itself, noted for its interior decorations, tiles, and mottos, and for its food and service.

Goes has traditions, one in particular connected with Jacqueline of Bavaria, who had a castle here. Her story, one of

Holland's great tales, is more tragic than romantic. She was born (1401) Countess of Holland, and for that reason was the target of intrigue all through her short life.

Jacqueline, or Jacoba, was betrothed at 5 years of age to the Dauphin of France, was widowed, orphaned, and re-married by the time she was seventeen. She left her second husband after two years, disavowing the marriage, and fled to England in 1421. A year later she married Humphrey of Gloucester, brother of Henry V. Together they returned to Holland where she was defeated in battle and imprisoned by her old enemy Philip of Burgundy. Escaping in 1425, she continued fighting for her rightful heritage until 1428 when, deserted by Gloucester and her marriage to him dissolved by Papal decree, she finally came to terms with Philip. She retired to her castle of Teilingen where, in 1432, she contracted a secret marriage with Frank van Borselen of the old Veere family, and died of consumption at the age of 35.

Jacoba had a hunting seat, as well as a castle, near Goes. Legend has it that she won an archery contest there and was made Queen of the Day. Doubtless she had few such happy days. In her last years she took up pottery-making and her mugs or jugs were noted as "Vrouw Jacoba's kannetjes". It is claimed she introduced a new word – "porcelain" derived from "Borselen".

South Beveland has many small but interesting towns. To name a few near Goes: Kloetinge, with a 14th-century church; Kwadendam, named after the "evil dike"; Baarland with its "two stones of disgrace" which quarreling women were forced to carry; Nisse, with its 13th-century church, Heinkenszand, and Borssele.

In the northeast corner of South Beveland is Yerseke, long renowned for its production of the succulent Zeeland oyster (30 million in good years). But during the long, hard winter of 1962-63 havoc was wreaked in the oyster beds. The coming completion of the Delta Plan which will cut Yerseke off from the seawater essential to oyster culture induces neither the government nor the oyster farmers to invest vast sums in a short term venture, and the people of Yerseke are turning to poultry farming and mushroom culture for their livelihood. Meanwhile, oysters are being imported to bathe in the waters of the Schelde for a while, absorbing the special Zeeland tang before gracing the tables of gourmets.

The grading of oysters is unusual. Some say that once the best were labelled No. 1, and that as grading developed the

numbering started *downward* to "0", six zeros representing today's best; others claim that each "0" indicates the age of the oyster from one year old up. In fact, the number of zeros indicates the weight, it taking 1,000 oysters weighing 70 kilos (154 lbs) to merit one zero, and a ten kilo increase per thousand molluscs for each extra zero.

To sum up this particular area of Zeeland, it can be said that South Beveland is an el Dorado for the angler, the yachtsman and the lover of every other kind of aquatic sport. Skin divers are already talking of the underwater gardens of the "Goese Sas", while for those who prefer landscapes it provides a changing panorama of tiny villages, rich orchards and people wearing costumes not just for show.

### Calling in at Schouwen-Duiveland

The last sector of the province to be explored is the former island of Schouwen-Duiveland, reached from the south by passing through the Wilhelmina Polder, comprising the largest farm cooperative society in Holland. Owned by six farming families, it consists of 6,000 acres centering in Wilhelminadorp. The owners, "gentlemen farmers" all, have their own hunting-grounds, and although by standards elsewhere their joint farm is not large, the idea that they have pooled their lands (and their profits) is an interesting one.

The old ferry service to this region has been discontinued since the fine 3-mile Oosterschelde Bridge was opened in 1966 as part of the Delta Works. It cost 75 million guilders to build, has 52 spans, and at places rests on concrete piers sunk into more than 100 feet of water. It opens up many new holiday possibilities, as it gives a direct link between the mainland and the Zeeland islands and enables motorists (including coach parties) to get to this comparatively unknown area quickly and easily.

The focal point of Schouwen-Duiveland is Zierikzee, the entrance to which now runs along a wide canal, and is well worth spending a day or so in exploration. Most of its historic monuments have been restored; its Thursday market is a feast of color and surprises; and it is noted for its hospitality. It stands, too, in the midst of typical Dutch scenery: busy tillers of the soil, black-and-white cattle, distant windmills, broad green fields, and neat rows of plants and flowers. Ahead, at the harbor end of the canal, are high sea walls and rising above them is the four-spired tower of one of Zierikzee's medieval gateways.

Zierikzee, founded in 849, is reputed to be the best-preserved

town in The Netherlands. With a population of 7,000, it is the chief town of Schouwen-Duiveland. Its most spectacular attraction is the great tower of the cathedral, Sint Lievens Monstertoren, begun in 1454 but never completed. It was to have been 680 feet high, but when it reached 199 feet the townspeople ran out of money. The Town Hall (1554) has a wooden steeple with a statue of Neptune.

In the Town Hall is the Ethnographical and Historical Museum. On exhibit here is the will of Peter Mogge, made in 1580. Mogge was a Zeeland member of the Dutch government, and through his will Zierikzee still derives revenues. Mogge was imprisoned for two years for alleged aid to the Spaniards, then he was found not guilty and released. He died soon after, and left 200,000 florins to found a university for Zierikzee. But other provinces objected - Leiden University was just getting started - so the fund was not spent but remained on the town's books.

Also in the museum are details for making "royal purple", the color "fit only for Kings", by crushing tiny crabs to powder.

Zierikzee's streets are narrow and cobblestoned. Its three gateways are old but solid. One of them, the Nobelpoort (14th-century) has two towers, each guarding roads along both sides of a canal, with a drawbridge in between over the water. The Monster Tower is ponderous and bleak, but impressive. For antique lovers, there is a shop labeled "Antiquiteiten" down St. Lievensstraat across from the tower.

The wide open beaches and wooded sand dunes of western Schouwen, already mentioned, are about 40 miles across the island. Birdlovers find the beaches delightful because of the many species found there. They are ideal for a quiet vacation.

A village of unusual type is Dreischor, a few miles northeast of Zierikzee. Built on three mud flats, it is all contained in a circle. In the center is a large building, combining Town Hall, church, school, and firehouse. Around it is a small canal-stream, bright with yellow and red water-lilies.

Leaving Schouwen-Duiveland, the tourist can take a short ferry ride from Zijpe on the eastern tip of the island to Anna Jacoba in St. Philipsland. From here it is a short drive east and then south, over a bridge across the Eendracht to the island of Tholen, the last stop in Zeeland.

Recently, interest has been aroused in Oud Vossemeer (population 2,200), for it is reported to have been the family seat of the ancestors of the late President Franklin D. Roosevelt. This belief is due to the fact that the name "Van Roosevelt"



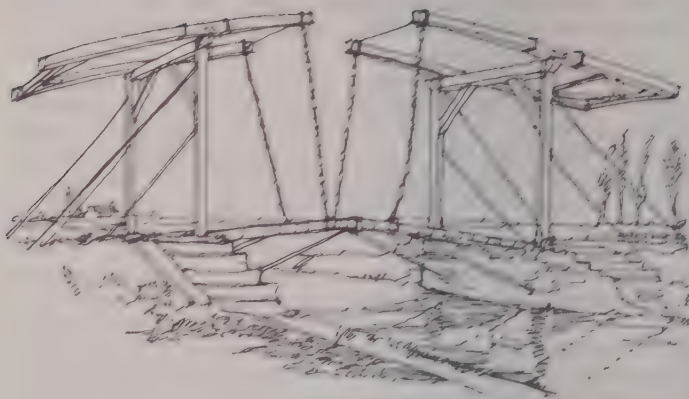
was discovered on one of the coats-of-arms found in an old court room.

The people of the island of Tholen are farmers, and workers in the oyster and mussel fisheries. They are, like other Zeelanders, conservatives in politics and devout in religion.

### Zeeland Progress

This short survey of Zeeland Province would be incomplete without returning for a last look at the progress of the world-famed Delta Works which are closing up the sea arms. As earlier mentioned, the project is well towards completion, and visitors to Zeeland should not miss the opportunity of visiting the area to see how the Dutch hydraulic engineers are using ultra-modern methods to build the world's largest open-sea dams and dikes. Using cable railways and helicopters to drop mammoth concrete blocks, as well as radar, computers, electronic devices and nylon sheeting, the work has been speeded up to an almost unbelievable extent. It is still regarded in the realm of hydraulic engineering as one of the modern wonders of the world, so it is not surprising that among the hundreds of thousands who go there every year are leading engineers who regard a visit as a crash course on dike construction. But even non-engineering visitors find it a fascinating experience.

Last but not least, we'd like to stress the attractiveness of Zeeland for a water holiday, as detailed earlier in the chapter on *Water Sports*.



## THE SOUTHERNMOST PROVINCES

### *Scenic Brabant and Polyglot Limburg*

Many visitors to the Netherlands pass through the two provinces of North Brabant and Limburg on their way to Belgium and Luxembourg, or to Germany, but few pause along the way for any length of time. This is unfortunate, because both have special attractions that are well worth seeing.

North Brabant has been described by experts as being Dutch through and through, yet with subtle differences from the other provinces. Scenically, it certainly has much to offer in woods, streams, pools, forests, moors, parks, and farmsteads with reed-thatched roofs. But it is the people who give it its real atmosphere, for the inhabitants of North Brabant have that happiness, optimism and sincerity that come from being deeply religious.

Limburg, the southernmost province, can be variously described. Perhaps it is hanging on to the Netherlands like a reluctant child to its mother's skirt, anxious to go its own way. Maybe it is like a wagging finger pointing to the rolling

Ardennes and the warmer sun farther south. It could even be called the mark of Dutch stubbornness determined to separate Germany and Belgium, no matter at what inconvenience or danger to itself.

But whatever you think of this straggling strip of Holland, it is worth visiting, if only because of its ancient Roman flavor or because of its attractive, atypical landscapes. From its top-most point down to the southern border there are traces of ancient, even prehistoric, life, such as the caves of unknown antiquity at Valkenburg, the catacombs outside Maastricht, the Roman bath at Heerlen, or the quaint farm-buildings huddled around a courtyard based on the Roman villa layout.

Sandwiched between countries that have been war's cockpit for centuries, Limburg has a polyglot charm. The earliest Dutch culture began here 2,000 years ago, and ever since then contrasting cultures from north, south, east and west have left their visiting cards, as seen in the language, architecture, folklore and art. Even the scenery seems to portray this fusion of cultures, for here you find a greater variety than in any other province.

### Practical Information for the Southernmost Provinces



**WHEN TO COME?** Spring and summer are the best seasons for North Brabant and Limburg, especially from *May* through *September*. Since these are regions much favored by the Dutch themselves for holidays, and since

the great majority of Dutchmen schedule their vacations for *August*, that is the month to avoid. If you happen to be passing through around *February*, remember that this part of the Netherlands celebrates Carnival time with much gaiety and fanfare, especially in the Limburg area and also in Breda and 's-Hertogenbosch.



**WHAT TO SEE?** In North Brabant, 's-Hertogenbosch (Bois-le-Duc) is both the capital and the most interesting city with its magnificent Gothic cathedral, a masterpiece of flying buttresses and carved gargoyles. *Oisterwijk* and

the Efteling recreation park near *Kaatsheuvel* are both near prosperous *Tilburg* and both afford welcome relief from over-indulgence in sightseeing, the one with its beautiful nature surroundings, the other with its amusements for young and old. *Breda* is a bustling city with a castle that was William the Silent's favorite retreat and is today the Royal Military Academy, plus a notable church and a fine old market place, with a Saturday Antique and Art market (Apr.-Sept.).

At *Drunen*, west of 's-Hertogenbosch, is the *Autroton*, a magnificent collection of antique cars, some of them dating from the 1890's.

*Baarle-Hertog* and *Baarle-Nassau* are identical twins near the Belgian border where an ancient Belgian enclave runs erratically, even dividing individual houses into a Belgian half and a Dutch half. *Oudenbosch* has a church just

like St. Peter's in Rome...but smaller in size. *Bergen-op-Zoom* recalls the days when its name was perpetuated in a French military song. To see the City of Light you must go to *Eindhoven*, nerve center of the Philips Company, manufacturers of everything from lightbulbs to hi-fi equipment. See the Evoluon building here, a large permanent exposition showing the influence of science in the evolution of modern society. Visit the Museum of 20th Century Art, with its representative collection. At *Overloon*, scene of a devastating World War II tank battle, is the 40-acre War Museum. At *Aarle-Rixtel* is a bell foundry, a Dutch specialty. *Best* turns out wooden shoes by the tens of thousands.

Limburg Province includes *Venlo* with a 14-cent. Town Hall whose council room is walled with Cordova leather and *Tegelen*, site of a particularly moving Passion Play every five years. The village of *Thorn* believes in painting all its houses white. *Heerlen*, in the midst of a coal mining district, preserves many relics of Roman occupation. *Maastricht* is the provincial capital and offers the usual attractions plus the unusual one of the St. Pietersberg caves, more than 200 miles of galleries where, among other things, Rembrandt's *Night Watch* was deposited for safekeeping during the war years. Incidentally, you must hurry if you wish to inscribe your signature on the walls of what is the most remarkable autograph book in existence, because the extension of a nearby cement works is seriously threatening these corridors containing hundreds of thousands of autographs of great celebrities through the centuries. *Valkenburg's* grotto features a lake, a chapel, sculpture, and mural paintings. At *Margraten's* military cemetery are buried many thousands of Americans who gave their lives during the liberation of the Netherlands.



**HOW TO GET ABOUT?** Taken together, North Brabant and Limburg cover the entire southern strip of the Netherlands plus the tail that hangs down to the east along the German frontier. Although distances are not great, they are relatively much more than in the provinces of North Holland and South Holland. To try to explore this region in detail except by car would consume time better spent in the western part of the country. While 's-Hertogenbosch (Bois-le-Duc), Breda, Tilburg, and Eindhoven are readily reached by rail, some of the smaller centers are not. This is particularly true of Limburg, much of whose charm is derived from the countryside. Thus, non-motorists will likely prefer to select those localities that interest them most and then assemble them into an itinerary leading to or from another, more important region of the Netherlands. Or, they can set up headquarters at 's-Hertogenbosch and then Maastricht, making day trips by rail and bus to the surrounding communities.



**HOTELS AND RESTAURANTS.** Because there are more cities of importance, the standards of accommodation and of restaurants are higher in these provinces than was the case in Zeeland. Especially in the Limburg district, hotel space is extremely limited during the peak season, most notably August.

**ARCEN** (Limburg), beside Maas River, 9 miles north of Venlo.

Hotels: *Maas*, 20 rooms, 9 with bath, first class reasonable. On water's edge.

Restaurant: *Maas* (M), (above), is the place to try *vla*; a fruit tart that is a Limburg specialty.

**BAARLE-NASSAU** (Brabant), inviolated border town 14 miles south of Tilburg.

Hotel: *De Engel*, 7 rooms, moderate.

**BEEK** (Limburg), 5 miles from Maastricht, by airfield.

Hotel: *Euromotel Limburg*, 62 rooms, first class reasonable.

**BERGEN-OP-ZOOM** (Brabant), old city beside Scheldt estuary.

Hotels: *De Gouden Leeuw*, 22 rooms and *De Draak*, 28 rooms. Both central, moderate.

On outskirts, *De Klavervelden Motel*, 50 rooms with shower (rooms are for 2-6 persons), first class reasonable. In own grounds of 5,000 acres of woods and dunes.

**BOIS LE DUC**, see 's-HERTOGEN-BOSCH.

**BORN** (Limburg), industrial center.

Hotel: *Crest Hotel*, on E9 Hwy; 50 rooms with bath or shower, first class superior; restaurant, coffee shop.

**BREDA** (Brabant), 31 miles south of Rotterdam.

Hotels: *Mastbosch*, 47 rooms, all with bath, a Golden Tulip hotel, first class superior. Opposite woods on edge of town.

*Cosmopolite*, 33 rooms, 20 with bath; *Oranje*, 55 rooms, 11 with bath; *Het Wapen van Nassau*, 39 rooms, 13 with bath, center of town beside canal. All first class reasonable.

*Motel Breda*, 93 rooms, 69 with bath or shower, first class reasonable. Restaurant, snackbar, VVV office.

*Motel Brabant*, 85 rooms with bath, top moderate.

*Het Rode Hert*, the oldest (1518) in Brabant. 19 rooms, inexpensive.

Restaurants: *Het Voske*, in the market square. Old Brabant style. *Auberge de Arent* has "Admiral's Room" serving many specialties; open kitchen; and "Bibliothèque de Vins". Both (M).

At Princenhage, 2½ miles southwest from Breda, the *Mirabelle* and the *Princeville*, both excellent, (M).

At Dorst, near Breda, is *Surae*, a fine recreation center located in the midst of the national forest. Swimming pool, playgrounds, sports facilities, and inexpensive restaurant.

**EINDHOVEN** (Brabant), model industrial city.

Hotels: *De Cocagne*, 207 rooms with bath, deluxe, a Golden Tulip

hotel. Cinema, good restaurant, garage.

*Holiday Inn*, with 215 rooms and 10 suites, special conference facilities, is central, first class superior.

*Motel Eindhoven* on the E3; 50 rooms, reasonable.

*Sheraton Inn* at Geldrop on the outskirts of Eindhoven, 141 rooms all with bath. First class reasonable, well equipped.

*Schimmelpenninck*, 15 rooms, 2 with bath, first class reasonable.

*Parkhotel*, 52 rooms, 10 with bath, and *De Bijenkorf*, 24 rooms are top moderate.

Restaurants: *Schimmelpenninck* (above) operates the best, called *Au Carré des Champignons*. Also good are *Coq d'Or*, and *De Turck*. All three expensive.

*Mei Ling* (E), Geldropseweg 17, offers choice of 300 genuine Chinese-Indonesian dishes.

**GULPEN** (Limburg), village 11 miles east of Maastricht on road to Aachen, Germany.

Hotel: *Kasteel Neubourg*, offers 26 rooms, 16 with bath; open Mar. through Dec. First class superior. A 17th-cent. castle with moat, drawbridge, and gardens just south of village in Gulp Valley. Unusual, attractive.

**HEERLEN** (Limburg), city in midst of "Dutch alps," 14 miles east of Maastricht.

Hotel: *Grand*, a Golden Tulip hotel, 70 rooms, 40 with bath, first class superior.

**HELMOND** (Brabant), attractive textile center 24 miles southeast of 's-Hertogenbosch.

Hotels: *West-Ende*, 27 rooms, 20 with bath or shower. *Sint Lambert*, 21 rooms, 10 with shower. Both first class reasonable.

's-HERTOGENBOSCH (Brabant), provincial capital and cathedral city 49 miles southeast of Rotterdam.

Hotels: *Eurotel*, 24 rooms with bath, first class superior.

*Central*, 30 rooms, 14 with bath, first class reasonable.



*Royal*, 13 rooms, near town center.  
*Nuland Motel*, 15 kms eastward, has 30 rooms with shower.

Restaurants: *Chalet Royal* (E), Wilhelminapark 1, provides some of the finest cooking in the Netherlands. Try their pâté, sole, and snipe.

*Bistro de Kikvorsch* (M), Parade 3-6. English specialties, pub.

**LEENDE** (Brabant), village 8 miles southwest of Eindhoven

Hotel: *Jagershorst*, 13 rooms, 3 with bath, first class reasonable. Set in own park.

**MAASTRICHT** (Limburg), provincial capital on Maas River.

Hotels: *Du Casque*, 43 rooms, 16 with bath. Between market square and the cathedral. *Derlon*, 30 rooms, 20 with bath. Opposite Basilica of Our Lady. Both first class superior.

*De l'Empereur*, 25 rooms, 4 with bath, first class reasonable.

*Dominicain*, 16 rooms, moderate.

Restaurants: *Coin des Bons Enfants* (E), Ezelmarkt 4, is best in town.

*Rôtisserie d'Alsace* (E), Emma-plein 10, excellent.

Three miles south of Maastricht on the road to Kanne is the expensive but outstanding *Château Neer-Canne*, restaurant with attractive views of the river.

**MOOK** (Limburg), village 5 miles south of Nijmegen. On its outskirts, set in lovely scenery, are three hotels, of which the best is *De Plasmolen*, 24 rooms, 14 with bath or shower, first class superior. Set in private park with swimming lake, fishing pond, tennis courts. Ideal for children.

*De Schans* with 23 rooms, and *De Molenhoek* with 18 rooms, are comfortable moderate.

**OISTERWIJK** (Brabant), town on edge of attractive downs, 9 miles southwest of 's-Hertogenbosch.

Hotels: *Bosrand*, 25 rooms, 16 with bath, first class reasonable.

*De Zwaan*, 20 rooms, top moderate. *Modern*, 14 rooms, moderate.

**ROERMOND** (Limburg), old city at confluence of Maas and Roer Rivers 30 miles north of Maastricht.

Hotels: *De la Station*, 18 rooms, 4 with bath; *Oranje*, 40 rooms, 10 with bath. Both top moderate.

**ROOSENDAAL** (North Brabant), rail junction near Belgian border, 16 miles southwest of Breda.

Hotels: *Poort van Kleef*, 17 rooms, 10 with bath. First class reasonable. *Merks*, 20 rooms; *Brabant*, 13 rooms, both inexpensive.

**SITTARD** (Limburg), medieval town with many interesting old buildings 16 miles north of Maastricht.

Hotel: *De Prins*, 30 rooms, first class reasonable.

Restaurant: *Rôtisserie Si-Tard* (M), Wilhelminastraat 20. Good food at reasonable prices.

**TILBURG** (Brabant), modern textile town 14 miles southwest of 's-Hertogenbosch.

Hotels: *Riche*, 21 rooms, half with bath; *De Postelse Hoeve*, 20 rooms. Both first class reasonable.

**VALKENBURG** (Limburg), attractive town with grotto, 7 miles east of Maastricht.

Hotels: *Prinses Juliana*, 45 rooms, 25 with bath, first class superior. Excellent, expensive restaurant.

*Oranje Nussau*, 40 rooms, 15 with bath; *Parkhotel Rooding*, 95 rooms, most with bath; *Voncken*, 54 rooms, 35 with bath. All first class reasonable.

*Atlanta*, 20 rooms, and *Franssen*, 64 rooms, both top moderate.

**VENLO** (Limburg), border town 45 miles northeast of Maastricht.

Hotels: *De Bovenste Molen*, 30 rooms, 12 with bath, first class reasonable. Outside town, facilities for tennis, swimming. *Wilhelmina*, 40 rooms, 10 with bath, first class reasonable.

**VUGT** (Brabant), attractive old town in wooded countryside 3 miles south of 's-Hertogenbosch.

Hotels: *El Dorado*, 15 rooms; first class reasonable.

**WITTEM** (Limburg). Hotel: *Kasteel Wittem*, 18 rooms, 3 with bath, first class reasonable. Historic 15th-century castle setting.



**SHOPPING.** The main cities of Brabant and Limburg provinces have branches of the stores found in Amsterdam, but for unusual objects we suggest the following: at **Beesel**, about 8 miles southwest of Venlo, the *Atelier St. Joris* bakes ceramic vases of a unique character. **Breda** has an *art and antique market* on Saturdays in summer, where real bargains can sometimes be picked up. At **Deurne**, about 25 miles southeast of 's-Hertogenbosch, *P. Wiegersma*, in the Klein Kasteel, has revived the old Dutch art of beautiful stained glass work: you can order anything from the costliest memorial window to the tiniest glass ornament and have the thrill of watching a particular artist design it for you. In **Eindhoven**, visit the *Karel I* cigar factory. In **Maastricht**, the *Kristalunie* factory, Nieuweweg 25, produces every form of crystal work and cut glass; and art-lovers can attend an auction at *Hommes*.

**USEFUL ADDRESSES.** The most important VVV offices are: *Bergen op Zoom*, Grote Markt; *Breda*, Willemstraat 17; *Den Bosch*, Markt 17; *Eindhoven*, Stationsplein 24; *Heerlen*, Parallelweg 9; *Helmond*, Parkweg 15; *Maastricht*, Vissersmaas 5; *Roermond*, Stationsplein; *Sittard*, Wilhelminastraat 18; *Tilburg*, Spoorlaan 440; *Valkenburg*, Th. Dorrenplein 5; *Venray*, Henseniusplein; *Venlo*, Keulsepoort 3.

### Exploring the Southernmost Provinces

While we explore North Brabant province, let's make 's-Hertogenbosch, the capital, our headquarters. If you feel you cannot pronounce this intricate name, copy the local people and call it just Den Bosch (the Woods) or Bois-le-Duc. Formerly a powerful fortress, it is now mainly noted as a cathedral town with a resident Roman Catholic Bishop and a growing industrial importance.

Like most Dutch cities it has seen its share of wars, and has often been in foreign hands. It was even the capital of a French district in the beginning of the 19th century.

Its most interesting sights today are the 16th-century Town Hall in the market place (which, however, is not particularly outstanding), and St. John's Cathedral, undoubtedly the finest example of late Gothic architecture in Holland. Rebuilt in the 15th-century on the site of a church almost wholly destroyed by fire in 1240, it took just over 100 years to complete. It is noteworthy not only for its fine proportions and rich decoration, but also for its army of little stone mannikins swarming over the flying buttresses and up the steep copings in a frantic effort either to escape the grasp of the demon-gargoyles or to reach heaven as quickly as possible. If you want a good souvenir, buy one of the booklets with pictures of the countless carvings adorning this magnificent building.

If you are lucky you might hear the wonderful carillon (only about 30 years old), but in any case do not miss going inside

to walk through the impressive corridor of 150 columns under the 110-foot-high nave. The pulpit, copper baptismal font, organ case, and altar screen are all exceptionally fine.

The statue in the market square honors Hieronymous Bosch, who was born here in 1450. At Hinthamerstraat 94 is the magnificent building of the Illustrious Brotherhood of Our Lady, the oldest (1318) religious brotherhood in the Netherlands, having since 1642 Protestant as well as Catholic members. To visit it, telephone the caretaker at 41-83. The Centraal Noordbrabants Museum, Bethaniestraat 2a, is open afternoons and has a large collection of coins, weapons, maps, manuscripts, and the like.

Den Bosch is the focal point of one of the most attractive districts of the North Brabant Province. It is called the Meierij, and consists mainly of a quiet rustic countryside. The nature lover can stroll through woodland and moorland, or through polders with thousands of poplars and small farm houses hidden in trees or leaning against a dike. There are, however, a few places regularly frequented by holiday-makers, the most popular of which are the fen-lake De Yzeren Man, near Vught, Vinkeoord near Nuland, and Kienehoef near St. Oedenroed. It is from these rural areas that the cattle are taken into Den Bosch every Wednesday for the famed Cattle Fair.

Almost a suburb of Den Bosch is Drunen, which houses the *Autroton*, recently opened by the owner of the Lips locks and safes factory. Its display of vintage cars runs from 1892 to 1932, and its 300 old vehicles that have made automobile history include a 1910 Stanley Steamer Tourer, a 1926 Buggatti Brescia, and a 1922 Citroën Torpedo Cabriolet. The collection, in an old Brabant-style barn, is open all year (except on Mondays), has two rustic-style restaurants accommodating about 250 people, and even gives facilities for hiring out certain old-timer cars, complete with an *Autroton* chauffeur, for about f250 for a full 24-hour day.

A glance at the map will show that 's-Hertogenbosch is an ideal springboard for other chief centers of North Brabant. Suppose we first go 14 miles southwest to Tilburg, with its 203,000 inhabitants and scores of woollen mills. Though industrial, it is an inviting place, and its fine modern theater, the *Stadsschouwburg*, presents plays, revues, opera and more: the adjoining restaurant offers an equally wide range of food for the body. Its Town Hall is a real palace; its parks are a delight to the eye; its shopping centers are equal to the best in Holland; its mills and leather factories are run on the most modern

lines, with really first-class social services; its University of Economics is unique in Western Europe; its town-planning is artistically scientific, building for an expected future population of 250,000; and its textile school is a model as an industrial and cultural center. In the nearby Hilvarenbeek Zoo is a large "jungle" in which 40 lions live a completely free life, side by side with cheetahs and baboons, forming a great attraction for visitors, as they can "go on safari" by driving around in their cars. In this Beekse Bergen area, as it is called locally, there is also, right up against the safari park, a lido in which visitors can swim, lie on the sandy beach, or ride in a cable railway.

About six miles east of Tilburg is Oisterwijk, the center of the Land of Fens and Woods. Amidst this unexpected Dutch scenery, with nature reserves and many quiet retreats is a bird sanctuary, monkey park, and a special children's playground.

If when in the village you see a happy couple in full wedding array walking up the long avenue of lime trees that form the main street, do not think there is a taxi or carriage strike. You will just be witnessing a popular custom of certain parts of the Netherlands by which (no matter what the weather) the betrothed walk to the registrar's office at the Town Hall and from there to the church.

Known as the Pearl of Brabant, Oisterwijk has recently added another great attraction, the Eurobird Park. This is nothing like a zoo, but is a huge collection of birds in a park with fen-pools. You can also buy birds and other pets there if you wish, or enjoy excellent food at the fascinating restaurant. It is open year round, and during the winter season the normal entrance charge of f 3 for adults and f 2 for children is dropped.

Just seven miles north of Tilburg, on the left-hand side of the road before you reach the town of Kaatsheuvel, is one of the most unusual recreation parks in Europe. Called De Efteling and open from Easter until the first Sunday in October, it is a 375-acre complex of playgrounds, pony rides, puppet theaters, restaurants, and lakes for swimming and boating, plus a miniature city, an enchanted tower complete with Sleeping Beauty, a train that children can ride in and operate, a steam-driven merry-go-round, and much more. It is open from 10 a.m. until 7 p.m. This remarkable park was given the first award of "Le Pomme d'Or" in 1972, an award instituted by the travel writers of Europe, for the most attractive touristic feature on the continent. It is, in fact, a Disneyland of the Fairytale World, in which every childhood hero, heroine, ogre and giant lives in its fabled surroundings.

A 15-mile run west of Tilburg brings you to the much-besieged city of Breda, at the junction of several railway lines and on the main road from Rotterdam to Antwerp. Sightseeing should perhaps be divided between the old castle, now the Royal Military Academy, and the Great Church, although a stroll through the town gives many a delightful glimpse.

The Great Church of Our Lady is regarded as a splendid example of 15th-century Gothic-Brabantine style. Its belfry is outstanding, for it houses 45 bells ranging in weight from three tons to ten pounds each. The Begijnhof in Catherinastraat is the only one in the Netherlands in which beguines (lay sisters) are still living. It has the old-world charm of a cloister.

The town's cultural exhibitions include the Municipal Museum in the market square and the Ethnographic Museum in the castle square. An innovation is the Antique and Art Market in the historic Havermarkt each Saturday morning from April to September. But the main emphasis on this progressive town is in its open-air spaces. You can take your choice of the Valkenberg Park, the Wilhelmina Park, the Brabant Park, the Sonsbeek Park, or the Trekpot. In addition there is a splendid chain of woods and nature-reserves branching out verdantly in every direction.

Breda, historically known as "The Baronie", lies in the area between the Biesbosch marshes in the north and the Belgian frontier in the south. The Biesbosch is a 9,600-acres region of creeks, sand-banks, reed marshes and osier beds. It forms one of the most fascinating nature parks in the Netherlands, and is a sanctuary for many rare water-birds. Boat trips can be made through this unusual water region from Drimmelen, which has the largest yacht harbor in Western Europe, and where all types of boats can also be hired.

Every village and township you pass through has something special. At Oosterhout is the 15th-century nunnery "Catharindal" where ancient books and manuscripts are still carefully repaired, as well as St. Paul's Abbey where earthenware articles are still made in the old way. At Oudenbosch there is a Renaissance basilica, a replica of St. Peter's in Rome, but only one-twentieth of its size.

All around Breda are landed estates, many of which are open to the public, and some containing delightful swimming-pools set in lovely parks, with play-gardens and restaurants galore. The landscape is dominated by many woods, prominent among which are the Mastbos and the Liesbosch with oak trees more than 180 years old.



## Where Everybody Breaks the Law

While we are here, it is well worth taking time for the 14-mile trip down to one of the most remarkable villages in Holland, Baarle-Nassau – Baarle Hertog. Here you will find the strangest mixture of nationalities, for inexplicably tangled together are Dutch and Belgian citizens. On the map it is just a tiny speck of Belgian territory which has somehow got geographically lost in Holland since 1830. But in real life it is a fantastic civic jumble. The Nassau part, with 4,500 people, is Dutch and under Dutch law, whilst the Hertog part, with 2,000 residents, is Belgian and subject to King Baudouin's government. The main square is Dutch, except for the local pub and church, which are Belgian. Going to the Belgian frontier, you will see Belgian houses on one side, Dutch on the other, then vice versa. Some of the houses are partly in Holland and partly in Belgium: this can, and does, lead to the bizarre situation where husband and wife sleep in different countries! To help distracted tax-collectors, there are colored number plates: figures in blue are Dutch; the Belgians have white plates with black figures, and a black, yellow and red vertical stripe. In these bureaucratic times, every citizen inevitably breaks the law of both countries every day. But as there is no jail in the twin villages, no one seems to bother. Most of the inhabitants apparently pay taxes to both Holland and Belgium, and then recoup themselves by devious means that should not be blazoned abroad. There is no imaginable shopping or living puzzle that does not show itself here, for with a wandering boundary line zig-zagging through a grocery store, you can pay more on one side of the shop than on the other for the same article. No wonder the Baarlists of both countries pray for the completion of the Benelux union.

Still farther west from Breda, on the banks of an estuary of the Schelde, is the ancient fortified town of Bergen-op-Zoom. Renowned for its wealth during the Middle Ages, it is still an important center for asparagus, vegetables and oysters, but otherwise retains little of its oldtime glory except through its romantic atmosphere, which mysteriously lingers on. As you stroll around town you might hear the ghostly echo of the song that made the town famous throughout the continent. In 1747 it was captured by the French. No one quite knows what particular stratagem was used, but the victory was memorialized in music when the French Army took to its heart the song "S'ti'là qu'a pincé Berg-op-Zoom", or "The chap

who seized Bergen-op-Zoom". The town still whispers of its early importance through the impressive Town Hall, the Court of the Marquis, the Great Church and numerous gateways.

### Eindhoven, City of Light

We go now to "The Town that Anton Built". Its name is Eindhoven, and its founder was that great Dutch industrialist and visionary, Anton Philips, who died in 1951. Eighty years ago Eindhoven was a village of 6,500 people who thought it a real adventure to journey to any of the neighboring villages. Today all those villages have been merged into a mushrooming development which sustains 200,000 inhabitants, and the center of an industry that has literally illuminated the world. Philips Electric Company is now an international name. It has factories in 46 lands and branches in 75, all of which have sprouted from that small electric bulb factory started in 1891 with 26 workers. The various workshops of the company now cover some 3,000,000 square yards, and its social system for its workers has been equally as pioneering and successful as its research and manufacture. Hundreds of different varieties of electric bulbs, every kind of radio invented, industrial ceramics and novel plastics, new and secret radar devices, television transmitters and receivers, scores of intricate medical and surgical devices, uncanny artificial hearts and mechanical kidneys – these are some of the products of this huge concern, which has not yet failed to solve a scientific or production problem. Present research enters such fascinating scientific worlds as speeding up plant growth, and developing nuclear reactors and alternate fuel sources.

From these factories, too, have come intricate components (some actually invented or developed here) which enabled America's astronauts to reach the moon, and from here, also, the NATO countries are being given new eyes and ears in the form of electronic devices which make gunnery more accurate even in the dark. Philips is today one of the great multi-national companies. Its annual turnover is more than f 25,280,000,000; it employs over 400,000 in a large number of countries; and it is growing in size and importance every year.

Appropriately, Philips celebrated its 75th anniversary in 1966 by inaugurating the Evoluon, erected to man in relation to technology. Shaped like a discus and resting on 12 V-shaped columns, it is a permanent exhibition giving a comprehensive picture of what science has done and can do for man. The elements of its main theme are relayed to the visitor through

visual aids and electronic devices – both automated and do-it-yourself – of a type almost as wonderful as the things they portray. Its displays range from the blood-cell maze to the pattern of the Milky Way, and the place is a tremendous challenge to those who have seen Holland still as the land of windmills and canals.

At Westerhoven, a few miles southwest of Eindhoven, is the 125-acre Eurostrand recreation center. It has silver sands, shallow and deep bathing waters, changing cabins, rowing lake, water-skiing, sunbathing fields, modern camping accommodation, several restaurants, trampolines and many other recreational facilities. Ideal for picnics or longer stays. Open from April 1 to Sept. 30.

#### 40-Acre Museum of Mechanized Warfare

About 35 miles southeast of 's-Hertogenbosch lies the village of Overloon with the largest Oorlogsmuseum or War Museum in the Netherlands. At this spot one of the fiercest tank battles of World War II was fought in September and October, 1944. The village was first pulverized by a 100,000-shell barrage, and when the mechanized attack was ended, more than 300 tanks of both sides lay wrecked in the area.

As a permanent memorial of the ordeal the war museum was established in a 40-acre park. Every conceivable type of armored and mechanized vehicle and tank is on display, together with what is probably the most comprehensive collection in existence of anti-tank devices, grenades, machine guns, shells, and other weapons. Booby-traps have a room to themselves, while historical documents and pictures tell the story of the German occupation of the Netherlands.

Aarle-Rixtel, 12 miles northeast of Eindhoven, is Holland's bell-making center. The chief factory here is that of Petit and Fritsen, and there is always a guide ready to show you round and roll off all kinds of figures to show how great and exclusive an art this is. In half an hour he will go round the globe with you, pointing out where carillons from this little town have been installed during the centuries, and will probably surprise you by saying that more than one-third of all the carillons in the world are in the Netherlands. Gemert, 5 miles beyond, is one of the most beautiful villages in this part of the country.

Another Dutch art, that of clog-making, can be seen at Best, about seven miles northwest of Eindhoven. You never saw so many wooden shoes in your life as are always piled up in the yards of the small factories here. Sometimes there is an accu-

mulation of several month's work, totalling 100,000 pairs. It is interesting to note that the Dutch clog was used as the model for the U.S. astronauts' moon-walking shoes.

Between Eindhoven and 's-Hertogenbosch you will see a profusion of windmills along the River Dommel. The medieval dues that the millers still have to pay are reserved for charity, being administered with solemn ceremony by a foundation in 's-Hertogenbosch aptly called *Godshuizen*, or God's Houses.

Other tips for trips in scenic Brabant include: The Simon Stevin Observatory at Hoeven (between Breda and Bergen-op-Zoom), which is really a permanent exhibition of everything connected with astronomy and contains the Copernicus Planetarium, the only one in Europe. The recreation center of Hoeven with its rich natural attractions and a four-fold series of water basins for swimming or water cycling. The Windmill Museum at Nieuw-Bossemeer (in the extreme west of the province), with 14 different types of mills complete in every detail and with full descriptions of each.

### In and Around Limburg

Limburg is a region of great natural beauty mixed with a wealth of cultural monuments and treasures. Its people clearly show a Latin strain, marked by love of music and of good living, with their whole outlook reminiscent of the Mediterranean countries. This is obviously due to their Roman heritage, for this area was part of the Roman Empire for four centuries, during which both Maastricht and Heerlen were thriving Roman settlements and the whole countryside was dotted with Roman buildings ranging from castles to villas and from farm houses to fortresses. The famous Appian Way leading from Cologne to the Channel ports passed through both Heerlen and Maastricht, and Bishop Servatius, who played such an important part in converting this region to Christianity when the Romans were in full power, was buried near Maastricht in A.D. 384.

So here in this attractive province you can enjoy the product of the heyday of Romanesque art, the majesty of Gothic art, the delights of Renaissance and Baroque culture, the re-orientation of an era born in Napoleonic times, and finally the results of that new era as seen in modern Dutch art which flourishes in this province. So steeped is the region in the art and culture of the centuries that today more than 300 artists live here, producing a remarkable variety of work ranging from spectacular architecture to stained glass in concrete, from church

murals to polyester balls, and from sculptures in wood and stone to every facet of the graphic arts.

Limburg, therefore, is a region in which to linger, and as it has some good hotels and a surprising number of excellent restaurants, all producing a lively atmosphere, the temptation is strong to stay for a few days and explore its many attractions.

Traveling down from the north through pleasant farming land, the first stop might be Venlo, a city of 80,000 inhabitants. Formerly an important fortress, it has gone sadly through the battle-mill, but has now developed into an attractive industrial and commercial center. However, it is still proud of its past very important history, and is still famous for its annual carnival in memory of its legendary founder, the giant, Valuas. More tangible relics of earlier days are the 16th-century Town Hall, with its council room completely covered with gilded Cordova leather, and the 15th-century St. Martin's Church.

Two miles south of Venlo is Tegelen, where a Passion Play is presented at irregular intervals; recent performances, more often than not, depict Christ as a modern social reformer. The actors are all local people who really live the part; the play was written by a local priest, it is produced by the manager of a large iron factory and it is staged in a marvelous little open-air theater designed and made by the villagers. Altogether 525 players take part. They get neither wages nor expenses, and they rehearse for two years. As in Oberammergau, they are all ordinary folk such as the house-painter, the poultry-farmer, the rent-collector and the school-teacher.

Tegelen has now dedicated itself to the Passion Play, because during the 1939-45 war not a house in the village was damaged, although neighboring Roermond and Venlo were the scenes of two sharp battles, with frequent attacks and counter-attacks.

Continuing south into the small richly wooded section in the center of the province, with its medieval towns, we come to Roermond, whose beautiful Norman cathedral dominates the scene. An intimate place, with 35,000 inhabitants, Roermond is the seat of a Roman Catholic Bishop. The early Gothic Minster of Our Lady was consecrated in 1224, and St. Christopher's Cathedral was begun in 1410. As for the remainder of the town, it will speak for itself as you stroll round. But do not miss going along that superb avenue, the Kapellaan, leading to the Chapel of the Redemptionists, ending at the famous pilgrimage shrine of Our Lady.

About 10 miles west and slightly south of Roermond on the opposite side of the Maas, is the tiny village of Thorn in which



all the houses are painted white. Its huge stone church is of great antiquity.

Another 16 miles south from Roermond bring you to Sittard, an old Limburg gem, quite content to remain with about 35,000 residents. Its 13th-century parish church is in unusual contrast to the lovely Church of the Sacred Heart, built in 1928. And if you want to learn a little about the history and customs of this part of the province, spend an hour at the Regional Museum in the Old Jesuit Seminary.

A few miles further on is Brunssum where the main mine buildings have been transformed into the NATO headquarters of AFCENT (Allied Forces Central Europe).

Another few miles leads to Heerlen, until recently the heart of the coalmining area but now developing into a light industrial district due to the closing of the mines. The surroundings here are not typically Dutch, for it is a hilly district without polders, dikes, or tulips. The many traces of Roman occupation, including the ruins of the bathing houses near the Town Hall, show that Heerlen has had an adventurous life, emphasized by the chain of erratically modernized ducal castles dotted over the surrounding hills.

The Heerlen of today is eminently progressive. It keeps alive its memories of the past in the fine Municipal Museum, but has concentrated on being the headquarters of the mining industry and the educational center of the area. Its coal mines have been recognized as the finest and most efficient in Europe, but with supplies running low or too deep, they have now been closed down. However, spurred by government help the area is turning to other sectors of industry and large new factories are springing up. Redundant miners have been trained to make cars, produce chemicals, grow mushrooms, and work in offices.

The coal story is, indeed, a mirror of Holland's own changing economy. Until recently its four State and four private mines were producing about 10 million tons of coal a year, with a great battery of coke ovens turning out huge quantities of coke and gas sold all over Europe. Then, quick to seize new opportunities, the State Mines – now turned into a limited company in which the Government holds all the shares but lets it be run as a purely commercial undertaking without any official interference – gradually turned to the chemical side of the industry, producing over 200 saleable byproducts ranging from plastic raw materials to baking powder. Oil, of course, has replaced coal as the basic source, and now natural gas is also much to the fore. Both oil and gas are delivered by pipeline, and

so the huge chemical industry is still growing. In fact, the entire Limburg province has been made an incentive area in which new ventures get liberal state financial backing, and other new industries both foreign and Dutch, are being established.

### Maastricht and Valkenburg

The second leg from Sittard stretches 15 miles southwest to Maastricht, the capital of Limburg, lying in the center of hilly country cut by deep valleys and swift streams. An excellent tourist center and gateway to Holland from the south, it has a fine group of hotels.

Wedged somewhat hesitatingly between Belgium and Germany, this Dutch town is a queer mixture of three languages, times, currencies, and customs. It is a miracle that it has remained Dutch – probably because the dignity of its capitalship has weighed heavily upon its hoary head.

In this “neglected marvel of tourism”, as it has been called, there is a wide range of sights to see. The twin relics of St. Servatius, for example, are unique. One is the cyclopean cathedral, begun in its present form about 950, whose porch (1225) is one of the earliest examples of Gothic sculpture in Europe. The other is the St. Servatius Bridge, built in the 13th-century to replace an earlier bridge dating back to at least the 4th-century.

Lovers of old places of worship can visit the 14th-century Church of St. John (Protestant since 1632), with its 230-foot tower, square at the base and becoming octagonal higher up; the very impressive 11th-century Romanesque Basilica of Our Lady; the Baroque St. Joseph’s Church (1661); the small Gothic Church of St. Matthew with its lovely 15th-century Pietà; the 13th-century Dominican Church (now a concert-hall); and the Crusader’s Church and monastery (founded 1438).

The Town Hall in the center of the Market is moderately interesting, dating from 1664. Near the post office is the Oudheden (Antiquities) Museum, housing relics and works of art found in Limburg. To the east is the picturesque Helpoort gate, (1229) with crenellated towers and pepper-box turrets.

A scant two miles south of the capital is a real world wonder, the tunneled Hill of St. Pietersberg. Quarried since primitive times for a chalky stone that gets hard in the air, this 360-ft. hill is laced with over 200 miles of tunnels through galleries up to 50 feet high. This remarkable manmade labyrinth is well worth exploring, but do not try to do it behind the backs of the guides. Others have tried and have never come out. The guides will show you the huge art gallery of pictures painted on the white

walls by scores of artists. They will tell the story of the fossils dating back to prehistoric times. They will point out the great autograph book of history, with names of the known and the unknown written in charcoal on the pillars, starting in 1037 and including Napoleon, the Duke of Alva, Voltaire, Sir Walter Scott, and even the Princes of Orange. Every tourist, out of courtesy, is invited to add to the great chalky record, and given a promise that it will still be there a thousand years later.

During the war these caves, into which the Nazis were afraid to enter, were used by the people of Maastricht as a shelter and refuge. Wounded were nursed here, and many an airman and resistance worker was hidden here while waiting for transfer to England. Fearing the worst in the last days of the war, the ingenious citizens turned part of the caves into a modern town to house 20,000 people, complete with bakery, hospital, chapel, recreation room, library, lighting and heating and dormitories. In these tunnels, too, were hidden many of Holland's great masterpieces including Rembrandt's *Night Watch*.

In 1973, however, a great problem suddenly arose. An adjoining large cement works – which incidentally is very important for the economy of this region – found it necessary to expand, and the only direction in which it could do so, it was thought, was towards the St. Pietersberg maze of tunnels. Even though another solution was eventually discovered, the young people of the district got to work in real earnest on the gigantic task of photographing and otherwise copying the mural paintings and the huge autographic pages of this stone book, so that at least the historic side of the unique show would be saved. The task is still in progress and though there is no longer a threat to the maze of tunnels and their treasures, this record will nevertheless serve as an invaluable achievement in the annals of conservation and preservation of historic material.

Those who think that Holland is monotonously flat should visit Valkenburg, eight miles east of Maastricht in the direction of Heerlen. This district is known as the Dutch Alps, and even though imagination is needed to agree, its steep, 1,000-foot-high hills are at least some justification.

Hiking, riding, motoring, and climbing are all available in and around this small ancient fortified town of 12,000 people in the center of the picturesque valley of the Geul. It also offers surprises for the botanist, geologist, or archeologist. It is out-and-out Dutch, despite its alternate name of Fauquemont.

## Valkenburg Grotto

A few yards away is a flight of stairs leading to the Grotto of Valkenburg, where for an hour you can make a well-guided trip into the underground to see the chapel, lake, Roman galleries, sculpture and collection of mural paintings and drawings.

This labyrinth is not so spectacular as the tunneled mount of St. Pietersberg at Maastricht, but it is undoubtedly a sight to be included in your program.

At the Open-Air Theater in the Rotspark, modern and classical drama is presented during the summer, and farther along is an exact reproduction of the catacombs of Rome, with a tiny museum of things found during the local excavations.

Climbers will marvel at the panoramic view over the frontiers from the top of the Heunsberg, and you need not be afraid of making the trip because there is an attractive little restaurant waiting to give rest and refreshment. Beneath the Heunsberg is another small grotto, and a scale model of a coal mine. If you are still energetic, climb the Cauberg to see the Zoo.

At Geulhem, a mile or so out, are the famed Cupola Cave and the underground church dug out of, or into, the hills by persecuted monks in 1798.

Margraten Military Cemetery is about 3 miles south of Valkenburg on the main Maastricht-Aachen highway. In it lie all the American dead who fell in Holland, with the exception of those who have since been removed to their home cemeteries. At times there have been as many as 17,750 buried there, and it has come to be regarded as the most hallowed American spot in Holland. Dutch families have "adopted" many of the graves and periodically bring wreaths and flowers.

A trip up river from Valkenburg reveals a bevy of ancient castles. On the left is the Oost Castle, and on the right are the castles of Schaloen and Oud Valkenburg (often called Genhoves). The latter, 1,000 years old, is now owned by the Dutch artist William Halewijn who has 130 of his own paintings on display. It can be visited daily from 9 a.m. to 9 p.m. Further to the left lies Schaesberg with its two castles, and on the other side of the valley is the Keutenberg.

To the east of Valkenburg, en route to Gulpen, you can add to your snapshot album of old Dutch castles, because here you will see good specimens at Schin and Wittem (the latter, where in 1568 William of Orange readied his band of patriots to attack the powerful Duke of Alva, has been converted into a hotel).

Asselt, a small riverside village just north of Roermond, has

a small Romanesque church dating from the 11th-century, one of the oldest in Holland.

A mile or two from here is Swalmen, site of Kasteel Hillenaar, a really fine baronial castle. The owners do not allow visitors inside, although they let the Roermond tourist association make special arrangements for seeing the lovely grounds.

Another castle well worth visiting is Hoensbroek, near Heerlen, parts of which date from 1388. There are daily conducted tours at 10 and 11 in the morning, at hourly intervals from 1.30 to 4.30 in the afternoon.

At Kerkrade, 22 miles east of Maastricht on the German border, is one of the few abbeys left in Holland, the Abbey of Rolduc. Founded in 1104, it is a splendid Romanesque church with a crypt that today forms part of a Roman Catholic Boys' College. In the Kasteel Oud Ehrenstein is a Museum of Natural History, while in the old Wilhelmina Mine is an unusual Mining Museum well worth visiting.

### Kerkrade's Music Festival

But the reputation of Kerkrade largely rests nowadays on the international music contest it organizes every four years. The next is scheduled for July 1978 and promises to be the largest and most ambitious contest yet with four main sections: marching bands, concert programs, show performances, and conductors' skill (rock music is virtually excluded). More than 320 bands from all over the world take part and it is restricted to amateur musicians. Standards are surprisingly high.

Yet visitors are not treated only to amateur musical ability. As a background to the festival, world-famous professional orchestras and companies give gala concerts, chamber musical programs and popular evenings. Pop music is included but it does not, by any means, dominate the contest.

Meerssen, the last on our random list, is four miles northeast of Maastricht and was the favorite residence of the Frankish kings in the 9th-century. Its 14th-century cloister church was built by the Champagne monks of St. Remy, in Rheims, and contains a magnificent late Gothic tabernacle.

It will have been seen from this lightning tour of Limburg that this is a province which can offer almost everything. The visitor is, therefore, specially urged to drop in at one of the many VVV's to collect some brochures which give many ideas of where to go for a little exploration. For example, there is the Windmill Tour through the western part of South Limburg. Its total length is about 50 miles, starting and ending at Maastricht,



and it includes calls at about 10 mills of all types. For those especially interested, details can also be obtained of 15 other mills in the province. There are also regular folkloristic displays in different areas, old-style shooting competitions, horse markets, and exciting archery championships.



## IN AND AROUND THE NORTH

### *Drenthe, Groningen and Friesland*

In this chapter we introduce visitors to a very attractive holiday region composed of the three Dutch provinces which form the northeast corner of the Netherlands. Between them this trio offers a wide range of interests: from the simple to the deluxe, from leisure to activity, from woodlands to seaside, from modern cities to rural peace. What is the difference between the three? In one way, this is an easy question to answer, because each province has its own atmosphere, tradition and scenery.

Drenthe is an area of great natural beauty, with woods alternating with green fields and moors dotted with hundreds of small lakes, flocks of sheep and picturesque villages with age-old tree-bordered greens. This is why visitors here are always told that the bicycle is the best means of becoming acquainted with the heart of the province. More than 200 miles of cycle tracks wind their way through the region, leading the tourist to idyllic spots where many prehistoric graves can be discovered among huge boulders known as "hunebedden". And, of course, there are numerous

holiday centers, camping sites, comfortable country hotels and restaurants.

Now for Groningen, steeped in history and culture, and full of surprises. The province is dominated by the city whose name it bears, which is also the capital, a university center, and an ideal excursion starting-point. Up in the north, Uithuizen has a notable castle with period furnishings and gardens, while over to the east Heiligerlee makes both bells and strawboard, a sensible balance of the romantic and the practical. Ter Apel features a medieval convent; Zoutkamp has shrimp fishing and a fish auction; in Leens the "Ommelander" Museum for Agriculture is housed in a fortified manor house; Appingedam is particularly picturesque with a church dating from 1255 and a Town Hall from 1630; Delfzijl is a fast-growing port and ocean terminal; and Loppersum has a large medieval church with vault paintings and a massive 14th-century tower.

On a more mundane note, there is Slochteren where the huge underground natural gas reserves found in 1959 have proved to be one of the largest sources in the world, and have resulted in this almost forgotten village becoming an industrial center.

As for our third province in this group, Friesland, this will prove a real tour of exploration. It has, for instance, been called the Scotland of Holland, because it is inhabited by a fiercely independent people, proud of their separate history, language and traditions. This is the area in which Rembrandt found his wife Saskia, and where Pieter Stuyvesant, the man who founded New York, was born. Its borders contain the Wadden Islands, the unique birdland of Western Europe; a very extensive lake district; large woods and moors; old towns and charming villages; and, from the viewpoint of recreation, the most varied choice of all Holland. Moreover, when you arrive at the borders, you will get a special Friesland passport to show that this province really feels it has its own individuality.

### Practical Information for the Northern Provinces



**WHEN TO COME?** Summer is the best season for all three of these provinces, although the spring and fall can also be delightful. Lovers of ice skating and ice-yachting should, of course, choose the winter, particularly for

Friesland, as that is the home of Ard Schenk and Atje Keulen-Deelstra, who were world skating champions in 1972, 1973 and 1974. There is something going on almost all the time in this region, such as the TT motor-cycle races at Assen in Drenthe at the end of *June*, while a tour of "moundland" the artificial hills on which villages were built before there were protective dikes, is well worth making in Friesland.

Of course, the Friesland lakes, scattered over a wide stretch of country from northeast to southwest about 40 miles long, can provide every form of aquatic sport desired. Yachtsmen can spend weeks of holiday there without once crossing their own wake, and as the water is still very clean, the area is fine for swimming. This province is also an angler's paradise.



**HOW TO GET ABOUT?** Although these northern provinces are at the moment comparatively underpopulated, road, bus and rail communications are remarkably good. Moreover, the policy of the Government to spread its administrative services and civil servants more in the north to relieve the congestion in and around The Hague is resulting in a rapid opening-up of the area, with many millions of guilders being spent every year on motorways, public utilities and recreational facilities. Visitors will find it convenient to make one of the large towns their center and radiate out from there throughout the provinces.



**MOTORING.** The attractions of the Groningen and Friesland Provinces cannot be described without mentioning that they form the heart almost of that unique "Green Coast Road" which will undoubtedly become more and more popular with visiting motorists. This road, a tourist route about 940 miles long, traverses the most beautiful towns and districts along the North Sea coast, and runs through four countries: Holland, Germany, Denmark and Norway, thus linking Western Europe with the Scandinavian countries.

It begins (or ends, if you wish) at the Dutch-Belgian border and runs to (or from) Southern Norway. A first-class route map is available at any Dutch VVV office, along with a brief description of every town through which it passes. Seaside resorts and islands are easily accessible from all points on the Green Coast Road, and there are many hotels, motels, camping sites and youth hostels all the way.

Here is a brief inventory of the route: Ostend-Bruges-Flushing-Zeeland-Rotterdam-The Hague-Haarlem-Alkmaar-Amsterdam-Hoorn-Leeuwarden-Groningen-Winschoten-Emden-Bremen-Cuxhaven-Heide-Tender-Esbjerg-Thisted-Frederikshaven-Christiansand-Stavanger.



**HOTELS.** Until recently hotel accommodations were fairly limited because Dutch tourists who came to this region spent all their time on yachts and other water craft, or went camping. Nevertheless, there are now some good hotels and motels scattered around the three provinces; of course the better ones are in the large cities, or close to them. But the VVV's can provide very useful lists of camping-sites, bungalows to rent, yachts to be hired, and caravan centers. Hotel and motel lists are also available.

There are few restaurants in the area, so best dine at the hotels, many of which offer excellent fare.

**ASSEN** (Drenthe), provincial capital, 120 miles from Amsterdam.

Hotels: *Overcingel*, has 40 rooms, 22 with bath, first class reasonable. Opposite railway station. *De Jonge*, 19 rooms, moderate.

**BEETSTERZWAAG** (Friesland), 3 miles south of Drachten, set in picturesque countryside.

Hotel: *Lauswolt*, 21 rooms with bath or shower, first class superior. Garden, tennis courts.

**BOLSWARD** (Friesland), former Hanseatic city 21 miles southwest of Leeuwarden.

Hotel: *Wijnberg*, 34 rooms, most with bath, first class reasonable. Attractive restaurant.

**COEVORDEN** (Drenthe), oilfield town 36 miles south of Assen.

Hotel: *De Sleuwerick*, 22 rooms, first class reasonable.

**DELFIJL** (Groningen), eastern-most seaport of the Netherlands, 20 miles east of Groningen.

Hotels: *Dik*, 16 rooms with shower, first class reasonable. *Eemshotel*, 10 rooms, moderate.

**DOKKUM** (Friesland), old town with St. Boniface associations, 17 miles northeast of Leeuwarden.

Hotels: *De Posthoorn*, 18 rooms, 3 with bath. *De Beurs*, 12 rooms. Both moderate.

**DRACHTEN** (Friesland), town 20 miles southeast of Leeuwarden.

Hotels: *Servotel*, 40 rooms with bath or shower, first-class moderate. *Vreewijk*, 16 rooms, 6 with bath, low first class reasonable.

**EERNEWOUDE** (Friesland), tiny village 12 miles southwest of Leeuwarden. Watersports center on Prinsenhof lake.

Hotel: *Princenhof*, 48 rooms, 28 with bath; open Mar. to mid-Oct. First class reasonable.

**EMMEN** (Drenthe), 23 miles southwest of Assen.

Hotel: *Boshuis*, 12 rooms, first-class moderate.

**FRANEKER** (Friesland), former university town 12 miles west of Leeuwarden.

Hotel: *De Doelen*, only 9 rooms, moderate.

**GIETEN** (Drenthe), village 9 miles east of Assen.

Hotel: *Braams*, a Golden Tulip hotel, 32 rooms, 30 with bath, first class superior. Good restaurant.

**GRONINGEN** (capital of Groningen Province).

Hotels: *Helvetia*, 30 rooms with bath, first class superior. *Frigge*, 72 rooms, most with bath; *De Doelen*, 38 rooms, most with bath. In city center; both first class reasonable.

*Terminus Noord Motel*, 58 rooms with bath or shower, first class reasonable. *Euro Motor Hotel*, 104 rooms with bath, first class reasonable. Next to Martini Congress Center.

*Westerbroek Motel*, 30 rooms with shower, is about 10 kms southeast.

**GROUW** (Friesland), lakeside village 11 miles south of Leeuwarden.

Hotel: *Oostergoo*, 19 rooms, 10 with bath, first class reasonable. Pleasant rustic setting.

**HAREN** (Groningen). *Postiljon Motel*, 60 rooms, first class reasonable.

**HARLINGEN** (Friesland), seaport and gateway to Vlieland and Terschelling islands, 18 miles west of Leeuwarden.

Hotels: *Anna Casparii*, 14 rooms, 3 with bath, moderate. *Hofstee*, 18 rooms, inexpensive.

**HEERENVEEN** (Friesland), attractive rural town. *Postiljon Motel*, 44 rooms, first class reasonable. Good restaurant.

**HOOGVEEN** (Drenthe), 22 miles south of Assen.

Hotel: *Homan*, 25 rooms, 10 with bath or shower, top moderate.

**LEEUWARDEN**, capital of Friesland.

Hotels: *Oranje*, 56 rooms, most with bath. *De Kroon*, 25 rooms, 10 with bath. *Eurohotel*, 50 rooms, most with shower or bath. All first class reasonable. *De Bleek*, 36 rooms, a few with bath, moderate.

Restaurant: 't *Pannekoekhuis* (M). Pancakes; old Dutch interior.

**MEPPEL** (Drenthe), agricultural city 30 miles south of Assen.

Hotels: *Gruppen*, 10 rooms and *Vrieling*, 7 rooms. No private baths. Both moderate.



**PATERSWOLDE** (Drenthe), resort village 12 miles north of Assen.

Hotels: *Familiehotel*, a Golden Tulip hotel, has 35 rooms, 19 with bath, first class superior. Tennis.

**SNEEK** (Friesland), old city and yachting center 15 miles south of Leeuwarden.

Hotels: *Bonnema*, 25 rooms, low first class reasonable. *De Wijnberg*, 25 rooms with bath or shower, first-class moderate. *Hanenburg*, 20 rooms, moderate.

**TER APEL** (Groningen), village with convent 36 miles southeast of Groningen.

Hotel: *Boschhuis*, 11 rooms, moderate.

**TERSCHELLING**, island reached from Harlingen. Ferry docks at West Terschelling, where establishments

listed below are located. Other hotels are available at the towns of Hoorn, Midsland, and Oosterend.

Hotels: *Europa*, 138 rooms, most with bath. *Paal 8*, 38 rooms, some with bath. Both first class reasonable. *Nap*, 28 rooms, some with bath, top moderate. *Oepkes*, 14 rooms, moderate.

**WARFFUM** (Groningen), about 15 miles north of the capital.

Hotel: Castle hotel *Borg de Breenburg*, only 12 rooms, but first class superior.

**WINSCHOTEN** (Groningen), city 23 miles east of Groningen, near German border.

Hotels: *Royal York*, 15 rooms, 5 with bath, top moderate. *Vrijheid*, 11 rooms, moderate.



**SHOPPING.** *Sneek*, 15 miles southwest of Leeuwarden, is one of the chief centers for the manufacture of the silver souvenir articles that sell all over the country. Here, if you have time, you may have your own special design made at *Schijfsma*, Grootzand 48. Friesland is noted also for its brightly decorated *Hindeloopen* furniture, obtainable in the coastal town after which it is named. But to see it made, or to buy something out of the ordinary, go to *Noordwolde* in the southeast, near the border of Drenthe province. *Joure* sells replicas of the famous Frisian clocks.



**USEFUL ADDRESSES:** The main tourist information offices VVV are located at the following places: *Assen*, Markt 20; *Bolsward*, Gasthuissingel 126; *Delfzijl*, Zijlvest; *Emmen*, Stationsstraat 5; *Groningen*, Grotemarkt 1a; *Leeuwarden*, Stationsplein 1; *Winschoten*, Wilhelminaflat 49; *Terschelling*, Oosterburen 61, Midsland; *Sneek*, Martini plein.

### Exploring the Northern Provinces

Drenthe province, named first in this trio only for geographical reasons, is the only one in the Netherlands that has no direct association with either the sea or a major river. Once a vast swamp, it is now a quiet land of wide moors, full of character, peace, and beauty. It has comparatively few large towns—even the capital, Assen has only 60,000 inhabitants—and shows few indications of modern growth. This apparent conservatism may be misleading, however, because something close to a miracle has happened here. Just as the age-old supplies of peat, the poor man's fuel, were beginning to peter out, almost unlimited supplies of oil and natural gas were discovered, bringing with them a new prosperity that

was timely. Even so, the prevailing atmosphere is still such that the Dutch themselves often speak of *mooi Drenthe* . . . beautiful Drenthe.

Assen shows little sign of modern growth: long just a small hamlet, it has successfully withstood both time and progress. The Provincial Hall was originally a monastic chapel, in the cloisters of which is the town's Archeological Museum. Now normally, few tourists are interested in spending their holidays looking at rocks and stones but here we have something very different, something that must be seen. For Drenthe is the region of the *hunebedden* which abound in this part of the country. These consist of groups of enormous smooth boulders carried here, the scientists say, by the ice-age glaciers many thousand years ago and then buried by the sand until the early inhabitants unearthed them and thought they would make good readymade monuments for their tombs. It is believed that most of these originated in Norway, but no matter when or whence they came, they are certainly the only relics left by the earliest prehistoric dwellers of Holland who were buried there with their stone axes and wooden vessels. In the Archeological Museum there is a wonderful collection of these finds, ranging from primitive weapons and implements to amber beads found in the local peat.

Local legends say these *hunebedden* were the homes of a race of giants. Maybe, or maybe not. But there are at least 50 of these beds, the most easy of access being at Rolde (4 miles east of Assen), Anlo, Borger (the largest), Emmen, Sleen, Vries, and Havelte. The last-mentioned place, 6 miles north of Meppel, had a rougher time from the Nazis during the last war than it had in thousands of years of time's buffetings, for all the huge rocks were scooped up and dumped in a hole during the making of an airfield. Fortunately a local archeologist had made a scale model of the place before the war, so that it has now been fully restored as a unique form of war monument.

Apart from relics of the giants, the Assen museum exhibits remarkable things found in the peat-bogs (such as Roman sarcophagi) and local costumes that are no longer used.

In the southeast corner of the province, 23 miles from Assen, is Emmen, lying in the heart of woodland and having on its doorstep a beautiful nature reserve with a profusion of wild life that justifies its reputation of being a free-and-easy zoo. Here also is a small Museum of Antiquities, specializing somewhat expectedly in memories of the days of the giants and of the Ice and Iron Ages.

Emmen was once the center of huge dreary peatfields, which

formed the basis of its economy. With the peat nearing exhaustion, the town's already high unemployment roll was steadily being increased. The far-seeing burgomaster promptly decided there was no reason why his little town, though hidden in Drenthe, should not get at least its share of the help being doled out under the Development and Incentive Funds, and Emmen is now thriving again. Its conservative peat workers have been enlisted in the large metal, textile and other factories which have sprung up in the new industrial area.

### The Best-dressed Oilfield in the World

To Drenthe has gone the honor of really striking oil. One of the largest European oilfields has been drilled and opened up in the region of Coevorden, with the center at Schoonebeek, a lovely old village south of Emmen, famous for its old farmsteads, whose beauty has been generously but relentlessly sacrificed on the altar of necessity. To those who have never seen an oilfield in action, a day spent here will be rewarding.

Drilling in the Netherlands started in 1932. In 1947 the Nederlandse Aardolie Maatschappij, in which Royal Dutch Shell and Standard Oil of New Jersey each have a fifty percent interest, was set up. This company now carries out most of the operations in the field of oil and natural gas prospecting and production in the Netherlands. Esso and Caltex are exploring the South. Prospecting is gradually extending over the whole of the country, including certain offshore areas, notably in the North Sea continental shelf and among the Wadden islands, with positive results.

At Schoonebeek 430 wells have so far been drilled, 290 of which are productive. The crude oil output is now more than 12,000,000 barrels a year, making it the second largest single oilfield in Europe, and providing about one-third of Holland's total oil production, which now covers a little more than one-quarter of home requirements.

Now for a few technical details. The oil-bearing stratum at Schoonebeek is found at a depth of about 2,500 feet. As the gas pressure is not very high, the crude oil has to be pumped up. It contains few light components and about 7 percent paraffin. Owing to its high viscosity, pipelines and tanks have to be heated to enable the oil to be transported. Portable derricks are used for drilling, with a portable rig for servicing the wells. Visitors will also notice, probably with surprise, that once the well has been completed and the derrick removed, the pumping installation is prevented from being an ugly blot by a hedge of rapidly growing

trees. Indeed, Schoonebeek has been called by experts, "the best-dressed oilfield in the world."

Each day's production is taken in two long trains of tank-cars to the Royal Dutch Shell and Esso refineries at Pernis near Rotterdam.

For a change from the gush and rush of Holland's oilfields, try a trip to Hogeveen, 20 miles south of Assen. Situated in a beautiful belt of countryside strangely contrasting with the rather bare stretches of heathland round it, here is an industrial town that carefully blends piety and enjoyment. Strictly Protestant, the bulk of its 38,000 inhabitants are comparatively stern and strait-laced, although by force of economic circumstances they do not have the antipathy towards foreign visitors that the Staphorsters have. Yet for many of them their lives are run on an unusually strict basis. They still stick, for example, to the medieval custom of being summoned to church three times on Sunday by beat of drum. And with the drum patriotically painted in the national colors of red, white, and blue, no one dares disobey the throbbing call, or plead deafness, or claim forgetfulness. The drum, by the way, is part of the church equipment, and is kept in the vestry behind the pulpit.

### Drenthe's Lakes

Situated about 12 miles northeast of Assen, right on the border of the neighboring province of Groningen, is Paterswolde, with both a village and a lake of the same name. Sailing is particularly good here, and so are the seasonal programs of aquatic sports against a wonderful background of woods and gardens. Slightly southeast is another water center named Zuidlaren, built round a village green, and leading to a small lake called after the village. One of Holland's largest horse fairs is held here every October, also a weekly sale that attracts a magnificent collection of animals. The greater part of the two lakes, Paterswoldermeer and Zuidlaardermeer, is already in the province of Groningen.

Photographers will be interested to know that the Amateur Photographic Association of Holland has prepared a special folder called "Our Photo Route through Drenthe." The trip is 100 miles long, and the brochure describing it (obtainable from the VVV in Assen) gives a route map, 16 photo tips, and descriptions of the most interesting places visited. The trip includes a visit to the largest *hunebed* in Holland and the only one in its original state.

### Groningen, Scholastic, Rural and Maritime Province

Without a doubt, a visit to this province is best made by making

the capital (which has the same name) the focal point, although there are several places in which it is well worth spending a night rather than rushing a sightseeing visit.

Groningen city is the fourth largest commercially important Dutch city, is number eight in population, has the second largest university enrolment, and is the most important business and industrial center of the north of the country. Moreover, within the next three years it will have improved its status still more, as several government departments, with their full office staffs, are being moved here as part of a comprehensive decentralization scheme. Some idea of its importance since early times can be seen from the record that it joined Bremen in the 12th century in arming a fleet to take part in the Crusades. It increased in prestige as the centuries rolled on, and when a university was established within its walls in 1614, it became recognized far and wide as a seat of learning.

Architecturally Groningen is considered one of the finest cities in the Netherlands, being unusually well designed with two central squares from which all main streets start. It suffered badly during the last war, but still possesses many fine old buildings. St. Martin, the patron saint of all tourists, is also the holy guardian of this city, and the 315-foot five-storied spire of the 15th-century St. Martin's Church is only a little less tall than the mighty Dom Tower of Utrecht, the highest in the country.

Groningen is as much a water-town as Delft, Amsterdam, or Dordrecht, but it does not depend on its canals for its picturesque quality. The city's beauty has long been expressed in color and art, and in the 18th and 19th centuries the walls of its great houses were lavishly hung with rich, almost flamboyant, canvases, producing Holland's richest schemes of decoration as masterpieces of the applied arts. There are very few of these left in Groningen now, although occasionally they are to be found in patrician mansions. Experts have described them as "sensational beyond experience" and "bewilderingly intoxicating in beauty," suggesting that the people of this region were believers in a full life. The best examples of such canvases are now in a small house off the Prinsessehof in Leeuwarden, the capital of the neighboring province of Friesland, fortunately taken there before the war from a house in Oude Ebbingestraat, in Groningen, later destroyed by the Nazis.

Groningen has a quiverful of museums to attract you. There is the Municipal Museum, full of antiquities, porcelain, and paintings by Dutch masters born here, not to mention a room



devoted to regional costumes. Or you can visit the Museum of Navigation behind the Town Hall, the Natural History Museum in the Prinsenhof, the Geological Museum in the Melkweg, the Biological Institute in Poststraat, or the Botanical Gardens in the Nw. Kijk in 't Jatstraat. And do not miss the magnificent gardens in the Prinsenhof where 250 years of topiary, lawn-making, and hedge-growing have produced a masterpiece on nature's canvas.

The university, is, of course, a sight in itself. It has about 9,000 students, of whom 500 are foreigners. Its buildings are comparatively modern, and contain some of the best modern Dutch window glass to be seen anywhere. And as a sort of echo of the more colorful days of Groningen art, the graduates still wear colored caps. It is an interesting pastime trying to figure out from the appearance of the student and the color of his cap to which faculty he belongs. Try it for an hour or so, then check as follows: pink for chemistry, blue for theology, red for medicine, white for law, and yellow for mathematics.

A detour to the nearby village of Leek will bring you to the National Carriage Museum Nienoord: among the coaches on display are several belonging to the last German Kaiser; open daily 10-6, closed winters.

### Historic Towns and Modern Industries

About 20 miles north of Groningen is Uithuizen, famous mainly for its 15th-century Castle of Menkemaborg. This has been delightfully restored and furnished in period styles, the former treasure-chamber now a tearoom, and its gardens, protected by a double moat, form a lovely setting.

Those who like water-sports can, as usual in Dutch touring, easily find a good lake within reach. This time it is once more the Zuidlaardermeer, on the borderline with Drenthe. Or, of course, there is Paterswolde, a few miles to the west, which Groningers share most amicably with their neighbors of Drenthe.

Delfzijl, the largest port of the province, is on the Eems, the estuary of which forms the Dollard Gulf, which is about 12 miles long and 5 wide. The town has about 50,000 inhabitants, and in the past few years has developed into a busy industrial center, with many factories supplementing its former salt and soda production, while its harbor has expanded sixfold. There is also a thriving shipbuilding industry, mainly of coasters. Large ships reach Groningen from here by following the Eems canal.

Slochteren, halfway between Groningen and Winschoten, is a small town with a long history. It sprang into postwar prominence as

the largest known deposit of natural gas in the world. Its enormous gas output, supplemented by gas-bells elsewhere in Holland, has greatly changed the country's fuel situation, as it now supplies over one-third of all power and heat requirements as well as producing enough to sell huge quantities to neighboring countries. There is also some fascinating architecture.

Now for a little town with the musical name of Heiligerlee, 21 miles east of Groningen, next door to Winschoten. It is famous as being the scene of the first (and successful) battle against the Spaniards for Dutch independence. Economically it is today noted as the center of a thriving industry of agricultural products, including, believe it or not, cardboard. When the local peateries were being worked, it was found that the soil under the peat had remained fertile and was particularly good for the growing of potatoes. To meet the rising demand for potato flour, large factories were soon built, which later engaged in making such byproducts as glucose and dextrin. From this the manufacture of coarse strawboard was developed, and grew so rapidly that this district became, and still is, the chief producer of this type of cardboard in Europe.

Here in Heiligerlee, too, is another of Holland's world-famed bell factories. In long rows, bells of all sizes hang in bold relief against the sky awaiting either tuning or transport to a score of countries. This factory makes any form of bell, right up to a carillon of 50 bells weighing many tons.

### Exploring Around the Province

For those who like to explore into the uttermost parts of a province Groningen offers something special. Away down in the southeast corner is the Westerwolde area, with the strange-sounding village of Ter Apel. Snugly hidden in a magnificent beech forest is a medieval monastery with a 14th-century cloister. Other villages that welcome either your camera or your easel are Selingen, Wallinghuizen, Onstwedde, and Vlagtwedde.

When you are touring through Groningen, keep an eye open for something you will seldom see elsewhere. Occasionally, in the center of a large garden, you will notice a tall pole surmounted by a huge wheel on which, perhaps, is a collection of sticks and leaves. This is a stork's nest. The pole and the wheel are permanent, having probably been there for years. The nest is made every year. Early in the summer Mr. Stork arrives and gets to work. Promptly on time, as the last twig is put into position, Mrs. Stork arrives. After a few weeks the eggs are hatched, and then the two birds are kept busy. At the end of the summer, the whole family flies

off, often first destroying the nest to ensure it will not be put to any non-storkish purpose.

Unfortunately, for some unknown reason, storks are at present giving Holland the go-by for their summer vacation. Barely two dozen nests are now in regular seasonal occupation, compared with several hundred half a century ago. Yet each pole-plus-wheel is still carefully protected, and at least one Groningen municipality (that of Haren near Paterswolde) maintains on the pay-roll a special storks'-nest inspector.

To see what a really modern port is like, specially built to meet the ocean shipping demands of Holland up to the year 2000, visit the new harbor of Eemshaven near Delfzijl. Opened in 1973, it can receive vessels of up to 80,000 tons, and although its attached industrial area of 500 acres is already attracting foreign as well as Dutch firms, the strict anti-pollution rules ensure that it will be the cleanest and safest manufacturing region in Western Europe.

If your exploratory desire is still not quenched, then try a visit to the Mosaic House at Bellingwolde, where local artists have put on display some of the most remarkable self-made copies of the world's most famous mosaics of all ages and all countries. Or, go to Haren to see the Groningen University's Botanical Garden and Tropical Paradise, in which alpine flowers, desert cacti, banana trees and pineapple plants grow side by side with coffee bushes and many exotic flowers. At Middelstun is a Bakery Museum, while for a change you can go to the "Highland Museum" at Warffum where mound relics, medieval costumes and other old-time village treasures are on show.

Even after seeing all, or many, of these attractions, you will probably agree that Groningen Province is difficult to describe succinctly. It has so few large cities and so many medium-sized towns and over-large villages. But you will also have seen why it is often called the rampart of the Netherlands, because it wraps its fertile curve in intimate protection around Drenthe, and at the same time seems always on the alert to protect its western neighbor, Friesland. Its fertile acres literally have been dug from under the peat fields and have made the province today one of the most important agricultural centers of the country. Horse-breeding is a major activity, too, despite the inroads of mechanization. Another anomaly is the lack of any coastal resorts along the sea. In recent years the discovery of the huge reserves of natural gas here have opened up still more vistas, and a number of new industrial areas are being developed. One thing is certain: by 1980 Groningen Province will be one of the most important commercial and industrial regions in the country. So the tourist who wants to

see it before its transformation should lose no time in planning a trip there.

### Friesland, the Individual Province

The last of the trio of northerly provinces is Friesland, unique in so many ways and so full of surprises. The average Netherlander does not take too kindly to the Frisian insistence on keeping its own identity and its own language. Yet a visitor from abroad can probably understand why this individuality is so important to the people of Friesland: they have won their province by courage, work and imagination; they have battled through the centuries, often alone, against human and natural enemies. So they see every reason why they should continue to have their own significant characteristics. They have, in fact, now become a sort of mixture of the Scots and the Welsh in demanding the retention of their independence and of their own language.

If, as seems likely, the Dutch trekked in from Central Europe, it is doubtful whether they were accompanied by the Frisians who settled in the north. These people seem to be a different breed. Their origin is obscure; perhaps they came from south Sweden, perhaps they are Celts and allied with the Scots, as their language and customs seem to indicate. When the Romans first came in about 50 B.C., the Frisians had been established for three or four centuries. Caesar's legions found them hard to digest; they beat them in battle but when it came to collecting taxes the Frisians rose in wrath and threw the conquerors back to the Rhine. Later aggressive visitors came that way, the Vikings, Franks under Charlemagne, Normans, Spaniards, French under Napoleon, and the Counts of Holland. All found the Frisians very tough.

In early days the Frisians occupied a great stretch of land all along the northern coast of what is now the Netherlands and extending well into northeast Germany. It was divided into West, Main, and East Friesland. When the water broke in to form the Zuiderzee, it also began the breakup of the little Frisian empire by isolating West Friesland, which, as we've seen, was gradually absorbed into the province of North Holland. German tribes took over East Friesland. Today only Main Friesland remains, although the Frisian language is still spoken in parts of northwest Germany.

The early Frisians did not have things easy. Their number one enemy was the North Sea. They were the Marsh Dutch, and historians like Homer and Pliny refer to their country as the "land of eternal fog," near which were the "gates of Hell." It was called by the Greek explorer Pytheas "Coast of Awe" as far back as 325 B.C.



So much mud, tidal rivers, salt water, and storms and fog. Survival was difficult, a never-ending battle. An ancient Frisian oath—according to Dr. van Veen—runs as follows: “With five weapons shall we keep our land, with sword and with shield, with spade and with fork and with the spear, out with the ebb, up with the flood, to fight day and night against the North-king (the sea?) and against the wild Viking, that all Frisians may be free, the born and the unborn, so long as the wind from the clouds shall blow and the world shall stand.”

In this oath are a few Frisian words that show much resemblance to English roots: *uth mitha ebbe*, *up mitha flood* (out with the ebb, up with the flood). The present Frisian language seems closer to English than to Dutch.

When peaceful days came and some control over tides and floods was obtained, the Frisians set up a profitable trade with Hanseatic League cities, such as Lübeck, Danzig and Visby. Bolsward and Stavoren in Friesland were Hansa members, as well as Kampen in Overijssel. Through the years they remained stubbornly self-sufficient; for three centuries during and after the struggle with Spain—the Eighty Years’ War—Friesland kept its separate identity. The present royal family of Holland numbers among its lines the descendants of a doughty Frisian stadtholder.

### Strong Ties and Traditions

Today’s Frisians cling to their native arts, music, little theaters, customs, and traditions. Their language is taught only in some of the schools, but the majority of Frisians speak it. There is a well-defined Frisian Movement aimed at retaining the language and customs, and at winning more States’ Rights. While recognizing and valuing the economic advantages of centralization most Frisians resent the power of the centralized Netherlands government, forgetting the very considerable influence they have always had, and still have, on that body.

Friesland is the great dairy province of Holland. Its butter, cheese, milk, and famous black-and-white cattle are shipped to far ports. Its people are mostly Protestant, some are strict Calvinists. The men are tall and strong, the women blue-eyed and blonde.

Although Friesland’s traditional costume is dying out, an effort is being made to revive it—for the women anyway. But Frisian pride of heritage and tradition is far from dead—on the contrary. The province has a “national anthem,” a very old tuneful song titled, “Frisian Blood, Rise Up and Boil!” and when Frisians sing



it they rise up and stand straight, pull out all the stops and shake the rafters. Friesland also has its own flag, blue and white, dotted with the red leaves of the water lily. The Frisians still call their fellow-countrymen "Hollanders", and even issue their own passport to tourists.

### Exploring Friesland and the IJsselmeer

It is almost impossible to tour Friesland without including a number of places on the IJsselmeer (or old Zuiderzee) which are on the borders of that huge lake but are administratively parts of other Dutch provinces. So in this chapter we are taking a few geographical liberties and including some non-Frisian towns and villages which are easily reached when exploring the Friesland Province.

As we approach Friesland from the south across the enclosing dike that leads east from the province of North Holland, the road divides almost as soon as we touch the mainland. Since we shall first explore the interior of the province and then return to follow the shore of the former Zuiderzee, we take the left-hand fork, which leads under the shadow of a high seawall into Harlingen, one of the province's chief seaports. From here the rich Frisian dairy products are shipped to Britain and elsewhere in small but sturdy ocean-going steamers such as those you'll see lining the harbor. On the dike you'll also notice a monument called the *Stenen Man* (Stone Man) dedicated to the Spanish Governor Caspar di Robles. The stone base bears a double-faced bronze head, said to turn when the clock strikes midnight. And "when you go round its foot three times you may be surprised with a little brother or sister."

From Harlingen it's a 2-hour ferry ride to the islands of Vlieland and Terschelling, part of the chain that begins with Texel, which we visited during our second excursion from Amsterdam. Terschelling, the more important of the two, has a population of only 3,700, and most of the men are either fishermen earning their families' livelihood on the sea, or are training at the Merchant Marine Academy. Dutch visitors know the island well, but very few foreign tourists make their way in this direction. A trip is well worth while, for here is one of the few tourist spots left in Europe that has not lost its original beauty and simplicity. We asked a retired Dutch sea captain why he had retired there. He replied with a droll smile, "If Terschelling could be taken from the North Sea and dumped into the South Pacific, it would be one of those islands men dream about but never seem to find."

But if you wish to visit Terschelling, or Texel for that matter, while each is still an island you must hurry. For a start has already been made, coincident with the Delta Works project in Zeeland, on damming up large areas of the Wadden Sea between these islands and the mainland. This is the last of the mammoth hydraulic schemes to protect Holland against the sea, to ensure fresh water, to prevent costly salt infiltration, and to provide new recreation areas. The Wadden Plan will take about 25 years to complete, but the dikes closing off the Lauwerszee part of the plan were finished in 1969.

Back on the mainland again, Franeker, a town of 9,500, is a scant 6-mile drive east of Harlingen. It once boasted a famous university (1585-1811), which was suppressed by Napoleon. Of its attractions, probably the most unusual is the Planetarium, opposite the handsome Dutch Renaissance Town Hall, begun in 1775 by a local wool comber named Eise Eisinga. For seven years he spent his evenings, working by candlelight, on its construction. All the planets and other celestial bodies are seen on the ceiling, in correct position over the years. Iron wheels in the garret operate the stars.

### Where the U.S.A. Was First Recognized

Twelve miles farther eastward is Leeuwarden, capital of Friesland, population 89,000—the province itself has 516,000 inhabitants. Leeuwarden has much to recommend it to Americans. It was the people of this city who, in 1782, first voted for Holland's recognition of the new United States, in connection with which action a Dutch loan of \$30,000,000 helped the young nation to get on its feet economically. In Leeuwarden's Provincial House, Tweebaksmarkt 52, is a bronze tablet with the inscription: "Memorial of Gratitude. At Leeuwarden, In the States of Friesland, February 1782, The First Vote Was Taken Which Led To The Recognition Of The Independence Of The United States of America By The Republic Of The United Netherlands. Erected By The De Witt Historical Society Of Tompkins County At Ithaca, N. Y., A. D. 1909."

Also on display in the Provincial House is a document relating to a Petrus Stuijfsandt, born in Scherpenzeel in Friesland in 1592, known to us as Peter Stuyvesant. A letter from an early "roving Ambassador," John Adams, dated from Paris May 10, 1783, pays tribute to the Leeuwarden citizens who so helped America at a critical time.

Perhaps the city's most spectacular building is the massive Olde-

hove Tower (1529), the unfinished steeple of a church which was pulled down in 1595. It leans sharply, but has an elevator—the only Dutch tower to have one. Leeuwarden has three museums: The Prinsessehof (Grote Kerkstraat 11) with an outstanding collection of Eastern art, the Natural History Museum (Heerestraat 13), and the extensive Frisian Museum (Koningstraat 1), renowned for its antiquities. The latter is worth a long visit. It pictures Frisian life from earliest times. Shown, for example, are the 1397 drinking-horn of the St. Anthony Guild of Stavoren, a chalice from Bozum, 1505, and the immense sword of the Great Pier, the Frisian champion who in 1515-1520 drove the Saxons out of Friesland. There are also medieval costumes, silver, porcelain, and paintings.

From Leeuwarden the visitor would do well to head north to get a quick look at some of the rich farms for which the province is noted. The farmhouses are usually set in clusters of trees and consist of three parts: The "head" where the family lives, the "neck" used as a kitchen, and the "frame," which is a huge barn for the animals. Friesland was the first Dutch province to develop centralization of milk, butter, and cheese production, and its cooperatives are famous. With less than 5 percent of the Dutch population, it claims production of 55 percent of the cheese, 17 percent of milk and butter, and 75 percent of the export of cattle.

Some 20 miles northeast of the capital lies Dokkum, a small walled town believed to have been founded about the 3rd century. The church of St. Boniface contains relics of its patron saint who was murdered in 754 when he was trying to convert the Frisians to Christianity. The Town Hall (1762) has a Louis XIV council room well worth visiting.

A few miles north at the tiny village of Hantumhuizen is a Romanesque church of modern appearance. It has a curious history. It looks brand new, yet its bricks are over 600 years old. The Roman Catholics built it about 1300. The Protestants took over with the Reformation, re-arranged and whitewashed the interior. By 1940, it had almost fallen apart, so a job of restoration was done. The old bricks, well scrubbed, were used; only the cement to bind them was new. Whitewash was cleaned off the interior, revealing dainty color decorations painted by the Catholics. Tiles from bombed Rotterdam were sunk in the floors, as were ancient gravestones of around 1561-1616, bearing old coats-of-arms.

Drive up to the coast from here, and you can see how, through the centuries, the Dutch have built their country. We have made such a trip, though farther to the east, with a farmer-guide whose family had been there for several generations. We started several

miles from the sea, along a raised road. "We're riding on a dead dike," the guide said: "this was built in 1600." Farther on, and we rode on a "Sleeper" dike, dated 1800. Then came a "Dreamer" or "Dozer," year 1867, and at last a "Watcher" of 1945. The Watcher is the first line of defense, backed by the Dreamer and then the Sleeper. As time goes on the Sleeper dies, the Dreamer becomes the Sleeper and the Watcher the Dreamer.

Getting to the water's edge, we could see the process of stealing land still under way. Next to the water was a vast expanse of mud, with little channels to let the water out, and little clumps of stones and brush to catch the silt from the receding waves and thus build up the land. This is the first or *slikken* stage. In the second, tough *kwelder* grass is grown, and sheep graze on it at low tide. The third stage is the polder, which must be built up and fertilized over a period of several years before the soil is suitable for ordinary agriculture.

### Following the Shores of the IJsselmeer

Having had a glimpse of the northern portions of Friesland, let's turn our attention to the villages and towns to the south, including the vast new Noordoostpolder. From Leeuwarden we have merely to drive down the 15 miles that separate us from Sneek, then swing west to Bolsward. If you do come this way, the village of Wieuwerd, about 10 miles south of Leeuwarden on a side road, has a rather gruesome attraction in its mummies in the church's crypt. There are four now, put here about 1600, which logically should be nothing but bones and powder but instead are leathery mummies. It is believed that an unusual cross-ventilation accounted for this freak.

However, we'll assume that you have just crossed the enclosing dike from the province of North Holland and, instead of selecting the left-hand fork for Harlingen and the cities already described, are turning right (east) for Bolsward.

Although only 15,000 people live here now, Bolsward is one of Friesland's oldest towns and was once a member of the Hanseatic League. It has two noted churches, the St. Martinikerk (1446-1466) and the Broerenkerk (1270). Its Town Hall (1613-1617), one of the treasures of the region, is Dutch Renaissance in style, with a striking tower and beautiful sculpture. Since this is the heart of a rich milk and cheese producing area, it is only appropriate that Bolsward is the home of the National Dairy School.

Only 7 miles east of Bolsward is Sneek (pronounced "snake"),



the center of one of Holland's favorite sports—sailing. Friesland calls itself, justifiably, a "paradise for yachting enthusiasts." Hundreds of lakes dot the province, and there is always a stiff breeze. A small harbor leads right into the center of Sneek, where dozens of boats, large and small, are tied up at night. On weekends, and evenings, youths and adults climb aboard and steam or sail out a channel into the broad Sneekermeer or Sneek Lake, to live on ship for hours, days, or weeks. From here they can travel over most of Holland. In late August every year comes Race Week, with national competitions in which boats from all over the country compete. For fuller details of the many forms of water sports here and in dozens of other places in Friesland and the rest of Holland, turn back to the special chapter in this Guide dealing with what is offered in the way of yachting, motor-boat-ing, cruising, and angling — all of which sports have now expanded to such an extent that the Netherlands is fast becoming the Aquatic Sports Center of Western Europe.

Sneek, population 27,000, has its share of tourist attractions. Most spectacular is perhaps the Hoozeindster Waterpoort, a water-gate built above a bridge over the little River Geeuw. Its narrow arch was once closed by a portcullis. Dating from 1613, it is supported by two arcades and flanked by two octagonal towers. Sneek's Frisian Shipping Museum, Klein Zand 12, is worth visiting too.

If you are in Sneek during the evening you may be lucky enough to hear the women's chorus from a nearby village sing Frisian songs in the street outside the Town Hall. They wear the new, or revived, Frisian costume and make a brave showing. Later you can sit in one of the hotels on the square and join the sailing crowd in a song-fest, attacking the old melodies of Europe and America to the lusty accompaniment of a small orchestra of piano, violin, and accordion. This is generally climaxed by a vigorous rendering of the Frisian "national anthem," for which all stand and raise the roof.

Returning to Bolsward from Sneek, we turn south along a picturesque country road for Workum (the names of many towns end in "um"—Blessum, Swichum, Rottum, etc.) which supplied London from the time of the Restoration (1660) until the outbreak of World War I (1914) with some 20,000 pounds of eels each year. In its church are some remarkable hand biers dating from as early as 1756. Each was made and owned by a guild—blacksmiths, carpenters, farmers, doctors, sea captains—and carries painted emblems of the trade plus appropriate quotations from the psalms. Except for one, entirely black, which was re-



served for suicides. The 18th-century Town Hall and 17th-century Weigh House are also of interest.

Makkum lies too far back up the coast to merit the detour, but it's interesting to note that it has long been noted for its pottery, including a blue variety, which the local residents claim is superior to the better known Delftware. During an occupation by French troops the potters were ordered to make cooking pots for the military. Having no choice, they did so, but the pots they delivered were the kind more commonly used after meals than before, at least in those days.

Hindeloopen, a few miles south of Workum, lies directly on the IJsselmeer and is known for its gaily painted and carved furniture fashioned after the style once in vogue in Visby, Sweden. Originally, a hunting lodge (729) of the Kings of Friesland, it was raised to town status in 1255 and was a prosperous seaport during the Golden Age. Today it seems asleep, except perhaps for the men who gather around the "gossip bench" (1619) on the sea wall, which enfolds the town on three sides. Take time to stop and stroll about, and if you have a few more moments to spare, drop in for a visit to its tiny museum across from the church. Hindeloopen is an utterly charming place, one of the jewels of the region.

Stavoren, next seaport to the south, is not, however, and you will do well to bypass it entirely and follow the road on through Koudum, Hemelum, Rijs, Oudemirdum, and Sondel to Sloten, unless you are taking the ferry that shuttles from here over to Enkhuizen in the province of North Holland. Though not an attractive city today, Stavoren has a long history and was once the chief port of the region. It was destroyed by Vikings in 991, but rebuilt. Legend has it that the *Vrouwije van Stavoren*, the "little lady of Stavoren," ruled the city despotically and for a long time kept it prosperous. Finally, when her sailors brought back grain instead of gold one day, she furiously dumped it into the water. Disasters followed. The harbor became clogged with mud, a fire destroyed much of the city, and Stavoren's day was done.

Sloten, on the other hand, merits the word "delightful." It is the smallest "town" in the country—most small places without special historical distinction are merely "villages." A star-shaped community built in the sixteenth century, its narrow streets, walls and houses have changed little since.

### Eels as Mosquito Killers

Our last stop in Friesland as we head southeast for the Noord-oostpolder is Lemmer, back on the IJsselmeer again. Its chief in-

terest is the powerful pumping station, one of three used to pump the polder dry. Its capacity is a fantastic 360,000 gallons per *minute*. Lemmer and Vollenhove, about 20 miles southeast, once were the two big eel-catching centers on the IJsselmeer, but have been largely displaced by Volendam, Enkhuizen and Urk.

When the enclosing dike was built, fishermen feared it would keep the eels out of the new IJsselmeer, but the young wrigglers swarm in through the sluices and business is still good. These young eels did an extraordinary job in the first days of the IJsselmeer, according to Dr. van Veen. At first, as the dike was completed, the fish seemed to disappear and in their place came a real plague of mosquitoes, so terrible that they covered houses, fields, and humans, slowing traffic to a crawl by their dense clouds. To get rid of them, the locks in the dike were opened at night, and baby eels, having come all the way from the Florida deeps and hungry for freshwater food, devoured the mosquito larvae. Thus the plague was beaten, and the eels fattened. Besides providing a larger catch than for many decades past, today's eels are said to be tastier than living memory can recall.

If you are still reluctant to leave Friesland, a few more tips might help. Of course, there are always the "Islands": Terschelling, Ameland, Schiermonnikoog and Vlieland. These can be a holiday in themselves. Dunes, woods, bird sanctuaries, interesting architecture, sandy beaches and, especially, peace and quietness. Yes, the latter is possible, because on the last three islands mentioned, cars are not allowed.

Or there is Heerenveen, with its Frisian Two-wheeler and Car Museum. Perhaps Bakkeveen will be of special interest to Americans, because still preserved from 1593, halfway to the village of Een, are the defense works which served Peter Stuyvesant as an example for the construction of the fort of New Amsterdam (now, of course, New York). And if you want one last remembrance of your visit to Friesland go to Joure, where you can get a modern replica of the famous Frisian clocks first made here (the originals are now worth fortunes).

Tucked away in these three northern provinces, therefore, are probably more touristic "finds" than in any other part of Holland. Most of the places mentioned here are still well off the beaten track for most visitors, and are accordingly fitting attractions with which to end our Guide to Holland.

## **SUPPLEMENTS**



# ENGLISH-DUTCH VOCABULARY

## USEFUL EXPRESSIONS

### English

### Dutch

Please  
Thank you very much  
Good morning, sir  
Good evening, madam  
Good night  
Goodby  
Excuse me  
I understand, I don't understand  
Hunger, thirst  
I am hungry, thirsty  
Yes, no  
Yesterday, today, tomorrow  
This evening, this morning  
How much?  
Expensive, cheap  
Where? Where is? Where are?  
Is this the right way to ...?  
Can you direct me to the nearest ...

Alstublieft  
Dank U zeer  
Dag, Mijnheer  
Goedenavond, Mevrouw  
Goede nacht  
Tot ziens  
Pardon  
Dat begrijp ik, dat begrijp ik niet  
Honger, dorst  
Ik heb honger, dorst  
Ja, neen.  
Gisteren, vandaag, morgen  
Vanavond, vanmorgen  
Hoeveel?  
Duur, goedkoop  
Waar? Waar is? Waar zijn?  
Is dit de goede weg naar ...  
Kunt u mij ... dichtst bijzijnde ...  
bijzijnde ... wijzen?

de ... dokter  
het ... hotel/restaurant  
de ... garage  
het ... postkantoor  
het ... politiebureau  
de ... telefoon

Left, right  
To the left/right  
Bus/trolley stop

Links, rechts  
Naar links/rechts  
Bus/tram halte

Church  
Theater  
Movie theater (cinema)

Kerk  
Theater  
Bioscoop

Entrance  
Exit  
Admission free  
Open from ... to ...

Ingang  
Uitgang  
Vrije toegang  
Geopend van ... tot ...

No smoking  
Gentlemen  
Ladies  
Town Hall  
Art Gallery  
Cathedral

Verboden te roken  
Heren  
Dames  
Stadhuis  
Schilderijenmuseum  
Kathedraal (domkerk)

## RESTAURANTS AND DINING

Please give us the menu  
What do you recommend?

Mag ik het menu zien?  
Wat kunt U aanbevelen?



Please give us the table d'hôte  
Please serve us as quickly as possible

Please give me the check (bill)  
Have you included the tip?

Waiter! Waitress!

Please give us some ...

Bread and butter

Toast

buttered

dry

Jam

Marmalade

Cheese

Bacon and eggs

Fried eggs

Boiled egg

soft-boiled

medium

hard-boiled

Pork chops

Roast lamb

Roast mutton

Roast veal

Roast beef

Cod

Flounder

Eel

Halibut

Herring

Mackerel

Plaice

Salmon

Trout

Crab

Crayfish

Lobster

Oysters

Shrimp

Spring chicken

Chicken

Duck

Wild duck

Goose

Partridge

Rabbit

Hare

Fried

Roasted

Smoked

Stewed

Rare

Wij nemen table d'hôte

Bedien ons zo vlug mogelijk, alstublieft

Ober, kan ik betalen?

Is dit inclusief?

Ober! Juffrouw!

Geeft u ons wat ...

Brood en boter

Geroosterd brood

warm gesmeerd

zonder boter

Jam

Marmelade

Kaas

Eieren met spek

Spiegeleieren

Gekookt ei

zachtgekookt

halfzacht

hardgekookt

Varkenskotelet

Gebraden lamsvlees

Gebraden schapenvlees

Gebraden kalfsvlees

Rosbief

Kabeljauw

Paling

Bot

Heilbot

Haring

Makreel

Schol

Zalm

Forel

Krab

Rivierkreeft

Kreeft

Oesters

Garnelen

Piepkuiken

Kip

Eend

Wilde eend

Patrijs

Konijn

Gans

Haas

Gebakken

Gebraden

Gerookt

Gestoofd

Bleu

Medium  
Well done

Asparagus  
Beans  
String beans  
Green beans (French beans)  
Brussels sprouts  
Cabbage  
Carrots  
Cauliflower  
Cucumber  
Mushrooms  
Onions  
Peas  
Potatoes  
    boiled  
    fried  
    French-fried  
    mashed  
Rice  
Sauerkraut  
Spinach  
Tomatoes  
Turnips  
Lettuce, salad

Apple  
Cherries  
Grapes  
Lemon  
Orange  
Pears  
Fruit salad

A bottle of ...  
A pot of ...  
A glass of ...  
A cup of ...

Water  
Iced water  
Mineral water  
Milk  
Coffee  
Coffee with hot milk/cream  
Tea, iced tea  
Hot chocolate  
Beer

Wine (red, white)  
Sugar  
Salt  
Pepper  
Mustard

Half gaar  
Goed gaar

Asperges  
Bonen  
Snijbonen  
Spercie bonen  
Brussels spruitjes  
Kool  
Carrots  
Bloemkool  
Komkommer  
Champignons  
Uien  
Doperwten  
Aardappelen  
    gekookte  
    gebakken  
    Pommes frites  
    Aardappelpuree  
Rijst  
Zuurkool  
Spinazie  
Tomaten  
Koolraap  
Sla

Appel  
Kersen  
Druiven  
Citroen  
Sinaasappel  
Peren  
Vruchtensla

Een fles ...  
Een potje ...  
Een glas ...  
Een kop ...

Water  
Ijswater  
Mineraalwater  
Melk  
Koffie  
Koffie met hete melk/room  
Thee, thé glacé  
Warme chocolade  
Bier

Wijn (rode, witte)  
Suiker  
Zout  
Peper  
Mosterd

## AT THE HOTEL

Can you recommend a good hotel?  
 Which is the best hotel?  
 Have you anything cheaper?  
 What is the price, including breakfast?  
 Does the price include service?

At what time is ...

breakfast

lunch

dinner

Please wake me at ... o'clock

I want this dry-cleaned

I want these clothes washed

I would like to have a ...

single room

double room with

twin beds

double bed

with bath

Another pillow

Another blanket

Soap, towel

Coathangers

Kunt u me een goed hotel aanbevelen?

Wat is het beste hotel?

Hebt u iets goedkoper?

Wat is de prijs met ontbijt?

Geldt de prijs inclusief bediening?

Hoe laat is hie ...

het ontbijt

het middagen

het avondeten

Ik wil graag om ... uur gewekt worden

Kunt U dit laten stomen?

Wilt U alstublieft deze kleren in de was doen.

Ik zou ... willen hebben

een eenpersoonskamer

een kamer met

twee bedden

een tweepersoonsbed

met bad

Nog een kussen

Nog een deken

Zeep, handdoek

Klerenhangars

## TRAVELING BY TRAIN

Timetable

Through train

Slow train

Fast train

Express train

Weekdays only

Sundays and holidays only

Return ticket

One-way ticket

Fare

Compartment

Dining car

Sleeping compartment

First class

Second class

Delay

Connection

All aboard

Dienstregeling

Doorgaande trein

Stoptrein

Sneltrain

Expresstrein

Alleen werkdagen

Alleen Zon- en feestdagen

Retour

Enkele reis

Prijs van het biljet

Coupé

Restauratiewagen

Slaapcoupé

Eerste class

Tweede klas

Aansluiting

Vertraging

Instappen

## AT THE POST OFFICE

Air mail

Ordinary mail

Special delivery

Cable

Stamp

Registered

Insured

Luchtpost

Gewone post

Expresse

Telegram

Postzegel

Aangetekend

Verzekerd

## MOTORING

How many kilometers is it to ...?

I want ... liters of gasoline

Fill it up, please

Will you ...

grease the car

change the oil

check the oil

wash the car

clean the windscreen (windshield)

top up the battery with distilled water

change this wheel

test the tyre (tire) pressures

fill the radiator

There is something wrong with ...

I will come for the car at ... o'clock

What will it cost?

May I park here?

Axle (back)

Axle (front)

Bearing

Body

Bonnet (hood)

Brake

Carburetor(t) or

Clutch

Crankshaft

Cylinder

Dashboard

Exhaust

Bumper

Gear box

Headlights

Ignition

Jet or carburetor

Number plate

Oil can

Petrol tin (gas can)

Spark(ing) plug

Speedometer

Steering wheel

Tyres (tires)

Tail light

Valve

Wheel (spare)

Windscreen wiper

The toolbox

Bolt

File

Hammer

Jack

Hoeveel kilometers is het naar ...?

Ik wens ... liter benzine

Bijvullen, alstublieft

Wilt U ...

de wagen doorsmeren

de olie vernieuwen

de olie controleren

de wagen wassen

de voorruit schoonmaken

de accu met gedistilleerd water bijvullen

dit wiel verwisselen

de spanning van de banden controleren

de radiateur bijvullen

Er mankeert iets aan ...

Ik zal de wagen om ... uur komen halen

Hoeveel kost dat?

Mag ik hier parkeren?

Achteras

Vooras

Lager

Carrosserie

Kap

Rem

Carburator

Koppeling

Krukas

Cylinder

Instrumentenbord

Uitlaat

Bumper

Versnellingsbak

Koplampen

Ontsteking

Sproeier

Nummerplaat

Oliekan

Benzineblik

Bougie

Snelheidsmeter

Banden

Stuurwiel

Achterlicht

Klep (van de motor)

Wiel (reserve)

Ruitenwisser

Gereedschapskist

Bout

Vijl

Hamer

Crick

Nail  
Nut  
Pliers  
Screw

Spijker  
Moer  
Buigtang  
Schroef

Sound your horn  
Slow  
Proceed at walking pace  
To the right  
To the left  
Crossroads  
No admission  
Keep to your right

Klaxoneren, signaal geven  
Langzaam  
Stapvoets rijden  
Naar rechts  
Naar links  
Kruispunt  
Verboden toegang/inrit  
Rechts houden  
Spoorwegkruising  
Opgebroken rijweg  
Versperde weg  
Verboden voor alle verkeer  
Eenrichtingverkeer  
Verkeerslichten  
Keren  
Rechtuit of Rechtdoor  
Maximum snelheid

Road up for repair  
Road blocked  
No traffic allowed  
One-way street  
Traffic lights  
Turn  
Straight ahead  
Maximum speed

## DAYS OF THE WEEK

Monday  
Tuesday  
Wednesday  
Thursday  
Friday  
Saturday  
Sunday

Maandag  
Dinsdag  
Woensdag  
Donderdag  
Vrijdag  
Zaterdag  
Zondag

## NUMERALS

one  
two  
three  
four  
five  
six  
seven  
eight  
nine  
ten  
eleven  
twelve  
thirteen  
fourteen  
fifteen  
sixteen  
seventeen  
eighteen  
nineteen

een (ayn)  
twee (tvay)  
drie (dree)  
vier (feer)  
vijf (fife)  
zes (zess)  
zeven (zayfen)  
acht (ahgt)  
negen (nayhgen)  
tien (teen)  
elf (elf)  
twaalf (tvahlf)  
dertien (dairteen)  
veertien (fairteen)  
vijftien (fifeteen)  
zesstien (zessteen)  
zeventien (zayfenteen)  
achttien (ahgteen)  
negentien (nayhgenteen)



twenty	twintig (tvintuhk)
twenty-one	een en twintig (ayn en tvintuhk)
twenty-two	twee en twintig (tvay en tvintuhk)
thirty	dertig (dairtuhk)
forty	veertig (fairtuhk)
fifty	vijftig (fifetuhk)
sixty	zestig (zesstuhk)
seventy	zeventig (zayfentuhk)
eighty	tachtig (tahktuhk)
ninety	negentig (naygentuhk)
one hundred	honderd (hondairt)
one hundred and ten	honderd tien (hondairt teen)
two hundred	tweehonderd (tvay hondairt)
one thousand	duizend (doyzent)

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M, museums; N, nightlife, entertainment listings.

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# BELGIË/BELGIQUE - NEDERLAND (HOLLAND) - LUXEMBOURG

## LEGEND - LÉGENDE - LEYENDA - ZEICHENERKLÄRUNG - LEGGENDA

	Autoroute; en constr. Autopista; en constr. Autobahn; in Bau Autostrada; in costruzione		Railway Chemin de fer Ferrocarri Eisenbahn Ferrovia		Pass Col Puerto Pass Passo
	Main road Route principale Carretera principal Hauptstrasse Strada principale		Car-ferry Bac pour autos Transbord. p. coches Autofähre Chiatta per automobili		Peak Pic Pico Bergspitze Picco
	Other roads Autres routes Otras carreteras Sonstige Strassen Altre strade		Major city Grande ville Ciudad grande Grosstadt Città grande		Castle Château Castillo Schloss Castello
	Distance in kilometres Distance en kilomètres Distancia en kilómetros Entfernung in Kilom. Distanza in chilometri		Other localities Autres localités Otras poblaciones Andere Orte Altre località		
	National frontier Frontière nationale Frontera de estado Staatsgrenze Confine di stato		Airport Aéroport Aeropuerto Flugplatz Aeroporto		

1 km = 0.625 mile  
1 mile = 1.6 km

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	VLAANDEREN, HAINAUT Brussel, Antwerpen, Namur		ZUID-HOLLAND Amsterdam, Rotterdam, Utrecht
	OOST-VLAANDEREN Brussel, Antwerpen, Gent		IJSSELMEER, FRIESLAND Amsterdam, Groningen, Enschede
	WEST-VLAANDEREN Gent, Brugge, Oostende		LUXEMBOURG Luxembourg, Echternach, Diekirch
	ARDENNES Liege, Spa, Bastogne		



N O O R D Z I J F

N E D E R L A N D



2

15

10

12

13

11

1

1



DEUTSCHLAND

LUXEMBOURG

BELGIQUE

FRANCKE

3

16

Köln

Aachen

Liège

Luxembourg

Antwerpen

Brüssel

Namur

Laon

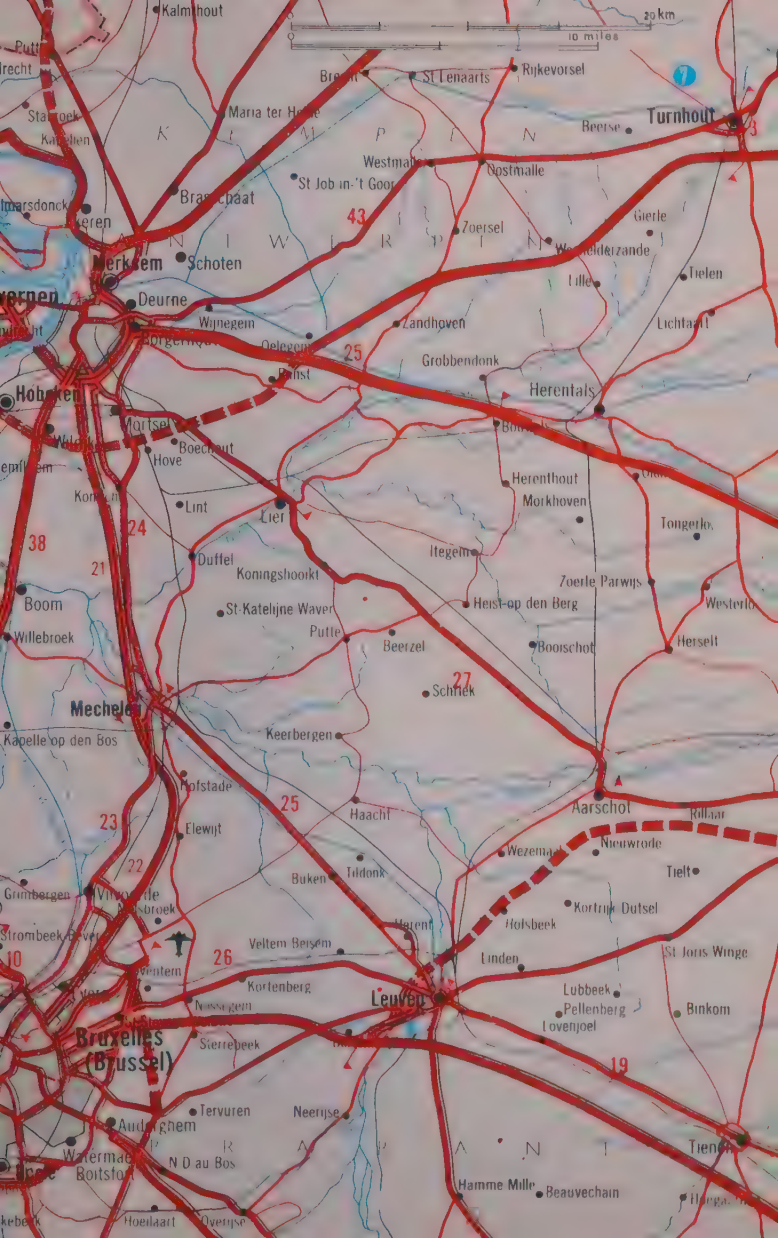










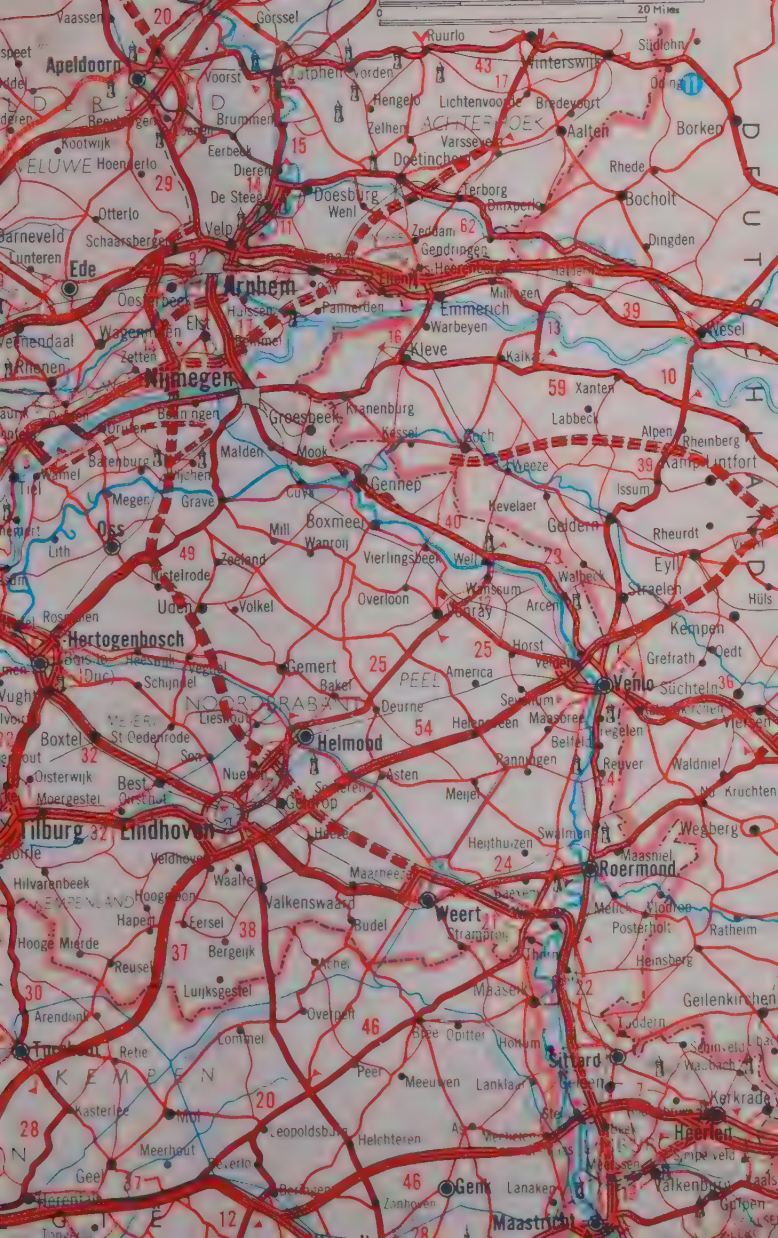






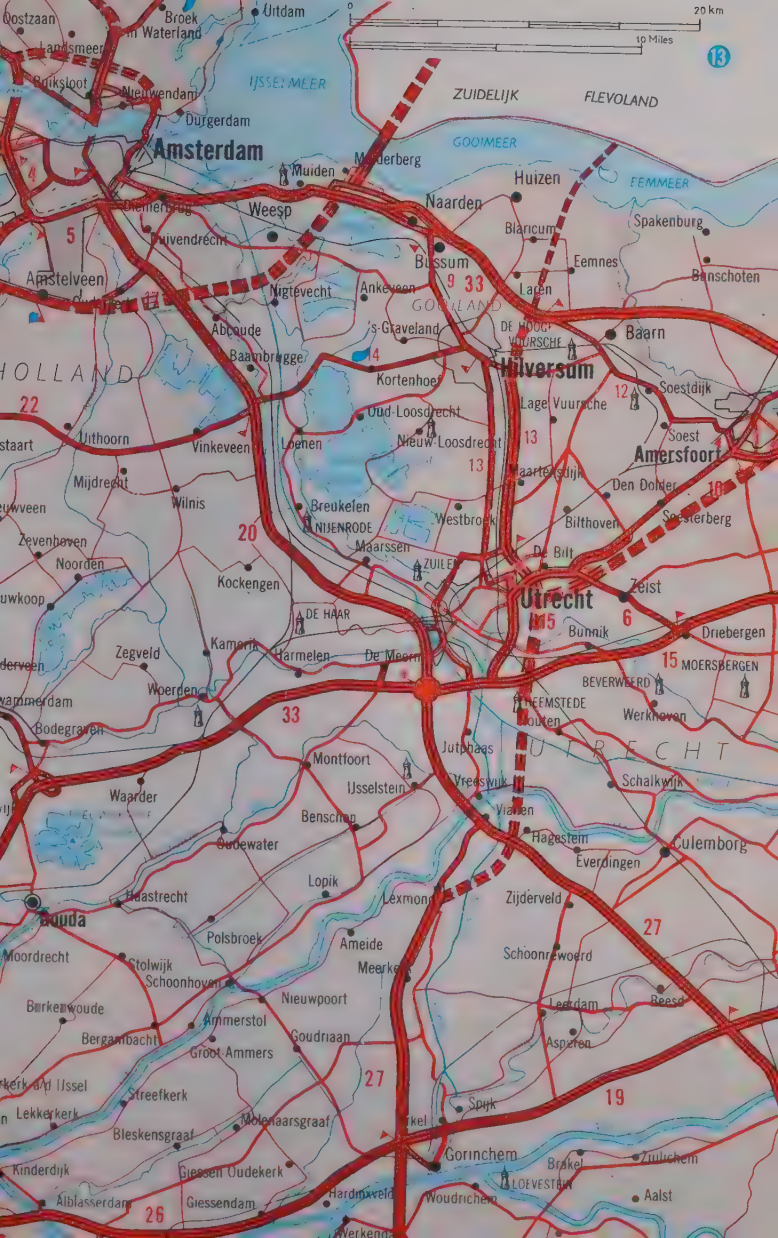


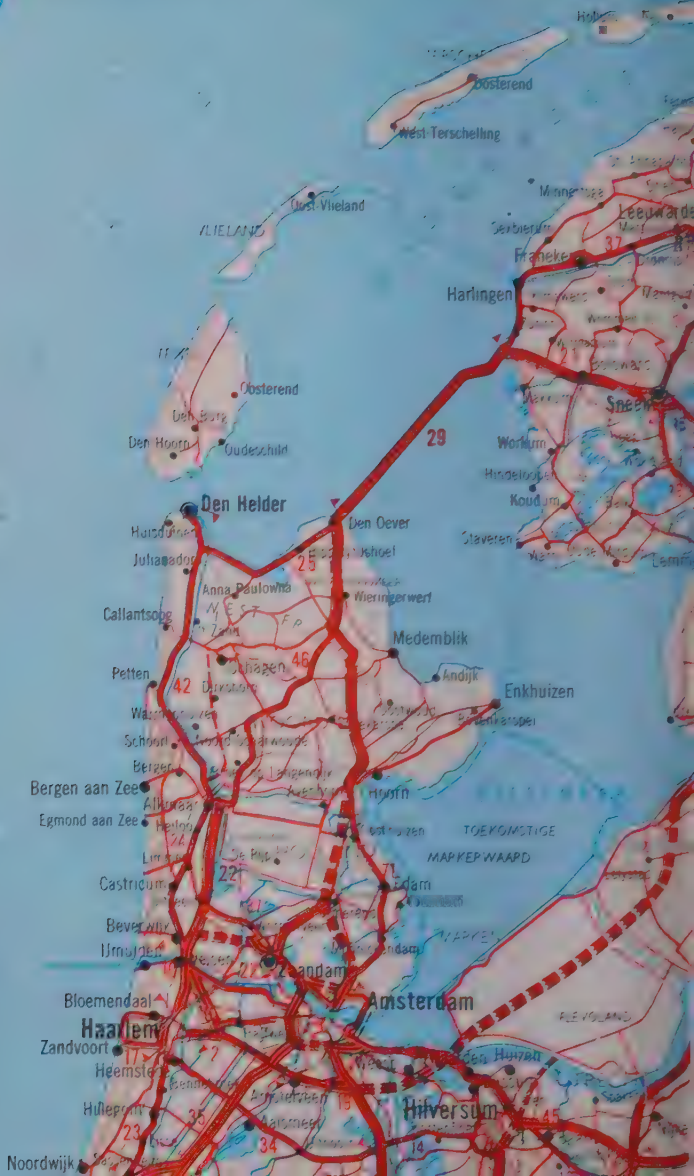
























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